# SUBURBAN HOMES

FOR

# BUSINESS MEN

DISCARD

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Published by:

**Ohio Book Store**
**726 Main Street**
**Cincinnati, Ohio 45202**

Phone: (513) 621-5142

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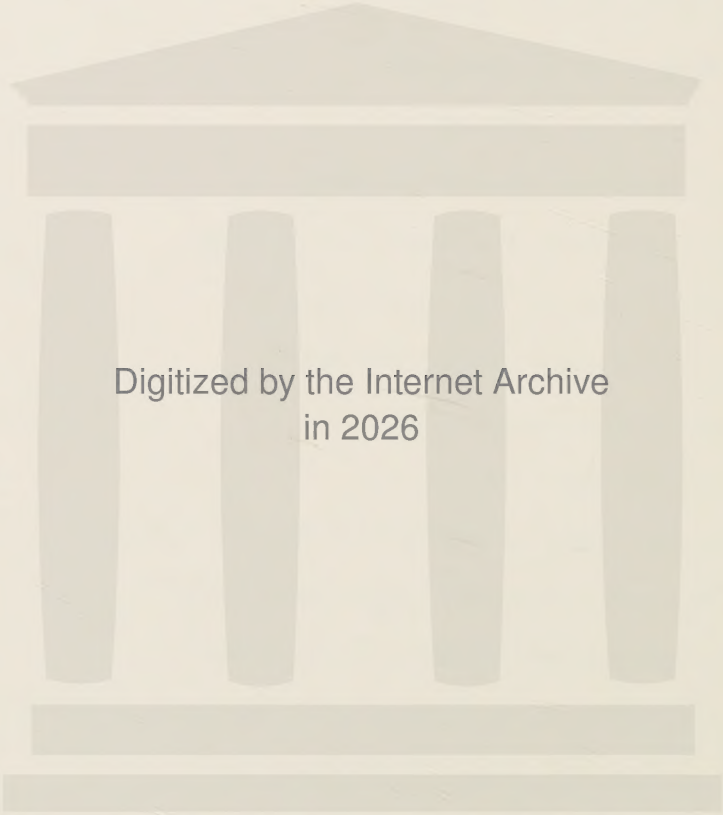
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# SUBURBAN HOMES

FOR

# BUSINESS MEN,

ON THE LINE OF THE

## MARIETTA RAILROAD.

### A Description of the North-eastern Suburbs,

THE SCENERY, SOIL, COST OF PROPERTY, CONVENIENCES OF LIVING, CHURCHES, SCHOOLS AND SOCIETIES.

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By RICHARD NELSON.

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PUBLISHED BY
NELSON & BOLLES,
LAND AGENTS AND NOTE BROKERS,
76 West Third St., Cincinnati.

Entered according to Act of Congress, in the year 1874.

By NELSON & BOLLES,

In the Office of the Librarian of Congress at Washington, D. C.

# INTRODUCTION.

The object of this publication, is to direct the attention of citizens desirous of securing country homes, to the great amount of land awaiting occupation in the North-eastern Suburbs, including Loveland. The recent improvements on the Marietta & Cincinnati Railroad, have made these suburbs easily accessible, and the beautiful and healthy country, cheap land and low rates of travel, will, when known, attract a large amount of capital and induce rapid settlement.

To aid the citizen and capitalist to profitably locate, we have given a description of the scenery from various points along the road, the soil, the atmosphere, topography and elevations; the statistics of the churches, schools and societies; the cost of land, building material, fuel, food and labor; monthly fare and freight, and referred to the drives, fishing and skating grounds.

For this information we are indebted to residents in the various villages along the road, but more especially to the following gentlemen: W. W. Peabody, Superintendent of the Marietta & Cincinnati Railroad, C. A. Partridge, of the Cincinnati Gazette, G. W. Black, at the Court House, and H. B. Turrell, of Pleasant Ridge. We are also under obligations to our talented artist, Mr. W. R. McComas, who has given so much satisfaction to our subscribers

MONTGOMERY, July, 1874.

# INDEX.


| | PAGE. |
|---|---|
| Cincinnati | 5 |
| Spring Grove Cemetery | 16 |
| Winton Place | 18 |
| Ludlow Grove | 19 |
| St. Bernard | 20 |
| Bond Hill | 21 |
| Norwood | 27 |
| Norwood Heights | 30 |
| Pleasant Ridge | 35 |
| Oakley | 42 |
| Madisonville | 52 |
| Indian Hill | 70 |
| Madeira | 71 |
| Allandale | 83 |
| Osero | 85 |
| Montgomery | 86 |
| Remington | 103 |
| Symmes Station—Branch Hill | 107 |
| Branch Hill | 110 |
| Loveland | 113 |
| The Science of Real Estate Business | 130 |
| The Marietta & Cincinnati Railroad | 142 |
| Advantages of Suburban Life | 143 |

# CINCINNATI.

It is generally conceded, that for beauty of scenery, salubrity of climate, and adaptation to the purposes of commerce and manufactures, Cincinnati, as a city, stands unrivaled. Located in an extensive agricultural region, and fronting on one of the greatest rivers known to commerce, her merchants receive and distribute merchandise over an area of thousands of miles, while her supply of fuel and material enables her manufacturers to compete with the older cities of America and Europe. Nor is she more distinguished for her commerce and manufactures, than for her facilities for maintaining a healthy population. The most densely populated of American cities she is the most healthy. Protected from the severity of winter storms by surrounding hills, possessing an unlimited supply of pure river water, and having a surface the best adapted for drainage, her inhabitants enjoy more of the conditions for health and longevity than fall to the lot of denizens of any other commercial and manufacturing city in the world.

Thus favored, we can account for the unparalleled growth in population and wealth of this

QUEEN OF THE WEST,

Which, in 1800, was a village of only 780 inhabitants, and in 1870, was with its dependencies, a great city of 300,000 population, representing property to the amount of $255,000,000. So rapid has been her growth and development, she has absorbed her immediately available building property, before her citizens are conscious of the fact. Business and manu-

factures have compelled a large portion of her resident population to take refuge in the cities of Newport and Covington, and have pressed the balance several squares back from the river front, and are rapidly supplanting it on all the leading thoroughfares. Families have betaken themselves to the slopes; houses are climbing the steep acclivities, while not a few enterprising pioneers have scaled the heights, and others made the pilgrimage of Mill creek valley, only to find themselves again embraced within the limits of the rapidly advancing city. Despite the stagnation of trade, the unjust discrimination of transportation companies, and the extraordinary efforts of rival cities to possess her trade, property in Cincinnati continues to advance, while the commutation passenger trade has acquired an impetus that nothing can check. In short, the city is already occupied, and already our more enterprising business men have taken lessons of those of New York city, and are fast learning to occupy the suburbs.

But if it is now so overcrowded, what will be its condition on the completion of

## THE CINCINNATI SOUTHERN RAILROAD?

The Louisville *Commercial* of a late date says:

"We fear the legislative provisions requiring the Cincinnati Southern road to carry freight and passengers at the same rates for connecting lines as for the main trunk, and the fact that it will form, with our roads which lap it a shorter route for Louisville than for Cincinnati, have blinded our people to the real danger that menaces her by its building. There is a danger which true courage will not underestimate, but look in the face and conquer if possible. Let us, then, calmly consider the direct and incontrovertible effect of the now certain construction of this great Southern line. Starting at Cincinnati, it passes through seven successive counties in the very heart of our State, and right through our very best coal field, crossing the Cumberland river at the mouth of the south fork, in the midst of the very choicest iron making coals of Kentucky, and her richest lumber and iron ore region, and pushing southward further it taps the vast coal center and iron region of Tennessee, Alabama, and Georgia, at Chattanooga, thus invading the mineral and lumber magazines of the South.

This road will drain a belt at least ten miles wide on either side for its entire length—it would be probably nearer the mark to say that with its branches it will drain twenty miles on either side—and whither will it carry this trade? Let every citizen here ask himself this question. There can be no doubt that,

notwithstanding our best efforts, the bulk of this trade will go to Cincinnati. We entreat our fellow citizens to listen to these words from across the Atlantic, and then estimate the prize for which Cincinnati is playing.

The London Daily *Advertiser* says:

'The coal fields of Alabama alone are calculated to yield thirty-two billions five hundred millions (32,500,000,000) tons! More than enough to supply the entire world, at the present rate of consumption, for two thousand (2,000) years! The brown hematite ores in the north-west of the State, in juxtaposition with the pure, hard bituminous coals of the Warrior field, and the red and brown hematites of Central Alabama, adjacent to the Cahaba coal, justifies the prediction that this State alone will in the future produce annually more iron than is now made in England, Scotland, and Wales combined, and at less cost. Tennessee has more coal than Alabama, with iron ore in close proximity, superior in quality and inexhaustible in quantity. Kentucky and Virginia each have more coal than Tennessee and Alabama together, and more than England, Wales, and Scotland ever had! and a larger area of coal than the great coal producing State of Pennsylvania, while their ores are rich and abundant.'

"How wise and far seeing was it in Cincinnati to project her Southern Railroad into this incalculably rich region, and offer her own subscription of ten millions of dollars toward its construction! 'It is,' it continues, 'THE MOST MAGNIFICENT PRIZE THAT ANY CITY EVER ATTEMPTED TO WIN.' * *

"Already a part of our Southern trade passes us by and reaches Cincinnati. We must not hide the effect of the building of this arterial railroad on our interests, but try to protect ourselves by prompt action. Let us observe, further, that along the trade belt of this road immigration will swarm. Germans, Irish, Welsh, Scotch, will push southward through Cincinnati, and the products of their labor will reach that city by direct and cheap transportation. All the arrangements are complete to insure immigration over the lines passing into Cincinnati."

Referring to the recent contract between the Baltimore & Ohio and the Union Pacific Railroad Companies, it shows that CINCINNATI IS ON THE LINE OF TRADE AND TRAVEL BETWEEN THE EAST AND THE FAR WEST, and consequently between EUROPE and CHINA and JAPAN.

"The Baltimore & Ohio Railroad Company now controls exclusively the vast trade passing East and West, to and from California, by the Pacific Railroad, and it all passes through Cincinnati. Are our people aware of this startling fact? Merchandise and passengers are now shipped by steamer from New York to Baltimore, there transferred to special fast trains on the Baltimore & Ohio Railroad, and forwarded to California and all intermediate points, via Cincinnati! What a combination is here in favor of that city to insure her cheap transportation for immigrants and merchandise, and what a glorious Southern region will pour wealth and power into her lap!"

With such prospects for the future, it behooves our men of business and the city government to prepare the way for the certain increase of trade and manufactures, by encouraging projects for the settlement of the suburbs, and increasing the facilities for reaching them.

Not many years hence the basin of the city proper will be needed for business and manufactures. Instead, therefore, of constructing untraveled avenues and inaccessible pleasure grounds or smoking gardens, misnamed "parks," were the city government to open up means of rapid and cheap travel through or over the hills, citizens could enjoy the luxury of comfortable homes in natural parks of unsurpassed beauty and unlimited extent. But it is not at all likely to do anything so wise and disinterested, and accordingly the burden of relieving the city of its surplus population and preparing it for the future, devolves upon the business community, the railroad companies and capitalists.

## BUSINESS MEN SPECIALLY INTERESTED IN THE SETTLEMENT OF THE SUBURBS.

While the resident population so tenaciously maintains its hold upon the city, the price of property will not only continue high, but will with the increase of trade, indefinitely increase! High rents and heavy taxes which have already driven not a few enterprising men from our city, will then act with increased force, and especially upon our manufacturers, who by that single circumstance may be rendered unable to compete with others in rival cities.

But high rents imply crowded tenements, and the two together exert a great influence in increasing the cost of labor and rendering it uncertain and unreliable. Those who have studied the laws of social science, know that crowding increases crime. The morals become depraved, intemperance reigns, and men not only often neglect work, but become mentally and morally unfit to faithfully perform it. Nor is that all. Living in such a state of depravity, they become the ready tools of unprincipled and avaricious politicians who use their opportunity not only to obtain office where

they can rule the public, but to sink their constituents into a still deeper state of degradation; hence our exhorbitant taxes, our heavy city debt.

Is it not, therefore, the interest of our business men, to encourage emigration from the city to the suburbs, where the influences are favorable to pure morality, a higher manhood and their own prosperity, as well as that of the city? Or is it less the interest of philanthropists or capitalists to engage in this enterprise?

This question was ably presented by the Cincinnati *Gazette* a few years ago, when discussing the merits of the opening of the Tunnel:

"A *second* class of improvements are those that *facilitate and cheapen the comfortable living of mechanics and workingmen.* This is a grand point. This can only be done by giving them houses, lots, markets, and railroads *cheap.* How can you do this? Evidently by putting tens of thousands of the future people outside of the city limits, in pleasant towns built purposely for them, and carrying them at a minimum price. Mr. Stewart is building a town on Long Island for this purpose. The New Jersey Central Railroad does this when it starts a train of cars from New York to Elizabeth and other country towns every ten minutes, and carries them for a minimum price. From six to twelve miles north of Cincinnati can be had good sites for half a dozen such towns, and all that is wanted are facilities for getting to them.

"The problem of extending Cincinnati is reduced to just this—of giving cheap houses and cheap living to working men. It can be done, and it ought to be an object alike benevolent and patriotic to every man who has acquired his wealth by the labor of others, (and who has not?) to help the great mass of workingmen to cheap homes and cheap living."

The *Railroad Record* of about the same date states that:

"It is of the utmost importance that great cities should provide cheap and comfortable homes for its working people. If such homes can not be got the best part of the mechanics and working men must emigrate. The progress of a city can not be aided in any way so well as to make living cheap and comfortable for the people. *This is an element of city success.*"

## THE SUCCESS OF OTHER CITIES.

As Chicago, St. Louis, and Indianapolis, which do not possess the natural advantages of Cincinnati, for trade and for obtaining manufacturing supplies, is very much owing to the unlimited extent of their building property, and its adaptability for cheap and rapid travel and transportation. On the

extensive plains of Chicago and St. Louis, the street cars carry passengers a distance of six or seven miles for as many cents, whereas in some parts of Cincinnati, as Walnut Hills, it costs passengers three or four times that amount by the only conveyance—an *omnibus*.

The accessibility and availability of property in the cities mentioned, attracts capital for building tenements to be rented to mechanics and others till they can buy the property they live in or build elsewhere; hence we find spread over miles of surface, the comfortable tenement cottages, the cozy homes and ample yards of this very important class of citizens. In this way these cities hold out inducements to settle that constitute the highest kind of premium for labor; while the labor thus obtained is more reliable, intelligent, and may soon be the most skilled.

## THE BARRIERS TO CINCINNATI'S PROGRESS.

From these considerations, it is obvious that the barriers to the more rapid progress of Cincinnati, are the very hills that seem to have invited settlement. Beyond them on all sides there is room for unlimited expansion. Ascending Vine Street and Walnut Hills on the north and east, and the chain of hills forming the boundary of Mill creek valley on the west, we reach the undulating high lands—the natural parks that offer pleasure, health, and repose to the tired mechanic and care-worn business man. Surmount these, or increase the facilities for getting round and beyond them, and the crowded citizens will do as those of New York city have done in the short space of ten years, literally swarm to the country.

The New York *Herald* says:

"But a very few years since—five years at most—much writing and argument were necessary to interest the people of New York in New Jersey, as a place of residence. Then that part of the State contiguous to New York, if we except Hudson county, was, outside of the cities, but plain farming lands, and in most instances could be bought at old farming prices; and the railroads carried a few local passengers. But now who would recognize the New Jersey of those days?" * * * * * * *

Newark, Patterson, Hackensack, Elizabeth, Jersey City and Hoboken, form the New Jersey chain of cities, by in-

tervening villages all their streets connect, and the most remote—Patterson and Hackensack, are within 60 minutes of New York. Unite all under one government and they would form a metropolis occupying 122 square miles, the same area as that of London, the population being 400,000, two-thirds of which have gone from the city of New York.

The inhabitants of metropolitan New York, including the suburbs for 40 miles, comprise 2,220,627 souls, only 41½ per cent. of which live in the city proper.

So will it be in Cincinnati, whose suburbs are much more susceptible of and quite as desirable for settlement.

## WHAT HAS BEEN DONE

For the settlement of the property along the lines of our older roads, our readers generally know. A liberal policy on the part of the "Old Reliable" and the Hamilton & Dayton roads, has built up towns of quite respectable dimensions. The Dayton Short Line seems disposed to pursue the same course, and is being rewarded by a growing commutation list.

But these roads all run upon the lower plane of the Ohio valley, one following the line of the Little Miami river, and the others being located in the valley of Mill creek. The elevated plateau of the north-east, or the undulating high lands beyond Walnut Hills and Avondale, have not been reached by them or their connections.

The desirableness of this region for suburban homes for city men, has not escaped the notice of capitalists and railroad men, however, but the steep grades to be encountered, seemed to present insuperable obstacles. To get over or beyond Walnut Hills, seemed to be the problem of all projects looking to the establishment of a highway, till the year 1847, when the projectors of the Dayton & Cincinnati Railroad obtained a charter from the State legislature, with the object of solving it by piercing the hills with a

## TUNNEL,

And constructing a double track railroad between this city and Dayton. With this enterprise our readers are not un-

familiar. About one-third of the work on this tunnel was accomplished many years ago, at an expenditure of $475,000, and abandoned for want of means. Attempts have been made within the past two years to complete the work, and though little has yet been accomplished, stockholders seem confident of early success.

The tunnel failing to meet the expectations of the public who were looking to the development of the north-eastern suburbs, it remained for the

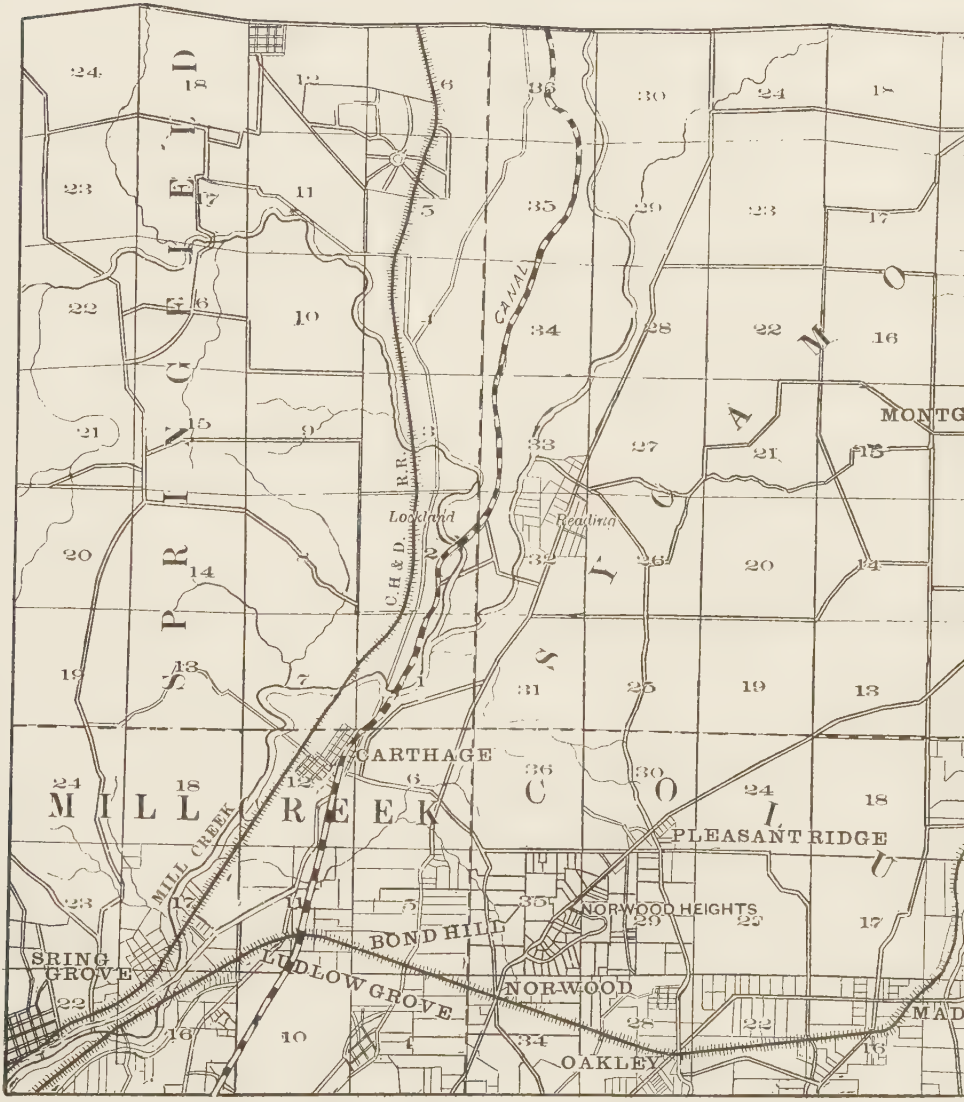
MARIETTA & CINCINNATI RAILROAD COMPANY

To essay the task, which was accomplished, as most of our readers know, by winding around the hills, and coming into the city by the way of Cumminsville and the Mill creek valley.

This so increased the distance of the various points from the city, that for a long time few cared to locate on the road. Latterly, however, a great change has taken place in public sentiment on the question of distance by railroad. The consideration is not how many miles have to be traveled, but how long will it take to reach any point after leaving the business house or office, and what will be the expense? That desirable suburb, College Hill, which is only six miles from Cincinnati, can not be reached from the business part of the city, in much less time than an hour, and a part of that time is consumed in a long walk to the depot, or a long ride in the street cars, thus increasing the cost of monthly travel. Another part of the journey is accomplished in an omnibus, in which passengers are exposed to the dust and heat of summer, and the chilling cold of winter.

If we take the line of the "Little Miami," we find the depot so far distant from the business center, that a long journey has to be made on foot or an extra fare paid on the street cars to reach it. Then to get up to the high and healthy grounds within easy distance of the city, still another journey has to be performed. On the M. & C. Railroad, these extra journeys, and the loss of time and money incident to making them can be saved.

# Map of the Marietta & Cincinnati R. R. fro



The depot being located near the center of business, is easy of access, and the *line of this road from the city limits to the summit of the county, being on a rising grade, passengers are landed on dry and healthy elevations*, where they can make their homes close to the railroad.

Reference to the time table on page 142 will show that in this way commutors living at Maderia, 18 miles distant, reach their homes about as soon as those residing at College Hill.

Reckoning distance by time, even Walnut Hills is farther from business centers, than many of the suburbs on the M. & C. Railroad. To reach the summit occupies the same time as to go to Bond Hill, and the omnibus stand on East Walnut Hills, is as far distant, by time, as Montgomery station. And if we take into consideration the expense of travel, the difference is still in favor of the railroad. Commutation tickets, which do not limit the passenger to any number of trips, are to Bond Hill, only $45 a year, to Norwood, $50; whereas, one trip commutation tickets to Walnut Hills, cost $52 a year.

An annual ticket to Loveland, which is 25 miles distant, costs only $65, or about 10 cents each way! At that point, and many other desirable places on the M. & C. Railroad, property can be had at nearly the same price per acre, that it costs per front foot on Walnut Hills. [See Loveland.]

## THE NORTH-EASTERN SUBURBS

Of Cincinnati, as described in this volume, is that part of Hamilton county, between Spring Grove Cemetery and Loveland, that lies within easy distance of the M. & C. Railroad—a suburb, which, for diversity of surface, gentle slopes, wide valleys, and variety of tint and color, is, during most of the year, one of surpassing loveliness.

Beyond Avondale and East Walnut Hills, is a convex basin or amphitheater, of some twenty-five square miles, which is so admirably adapted for suburban residences, or even a compact city, that it will at no distant day, be included in the city limits, and may soon contain the larger portion of the city's resident population. At present this territory co sists

of the improved farms and extensive meadows of the opulent farmers, who have grown rich by their proximity to the city and to the railroad. For a distance of four miles from the city, the Montgomery road runs through this beautiful country, where the eye of the traveler may roam over hundreds of acres of park-like plains, ornamented with groves of forest trees and clumps of evergreens, with here and there a wide-spreading lawn, intersected by serpentine walks or drives, leading to a stately mansion or a less pretentious cottage.

At the intersection of the Montgomery road with the M. & C. railroad, the surface becomes more variable. High lands offering the most extensive range of view now present themselves, and beyond, on the line of the turnpike road, is the undulating table-land of the county.

Here the country is rich in orchards and hay-making farms. In various places the road is lined with rows of cherry trees, that yield almost never failing crops. Broad meadows cloth-ed in rich green, mansions with ample lawns, browsing cattle dotting the slopes, add to the beauty of the scenery. In the distance the prospect widens, and admits to view the distant hills of Kentucky, the western slopes of Mill creek, and the misty lines of Clermont.

As the distance from the city increases, the country is more sparsely settled, and the scenery grows less picturesque than grand, except in the vicinity of the western verge of the plateau, where the scope of view seems illimitable. Below, in the valley of Mill creek, are the thriving towns of Read-ing, Lockland, Wyoming and Sharonville, and almost beyond the broad valley is the beautiful village of Glendale, while away in the far distance are to be seen the spires of the towns on the Great Miami.

On the line of the railroad the scenery is more romantic. Leaving the amphitheater in which are situated Norwood, Oakley and Madisonville, the course is through a deep chasm in the overlooking hills, where the steep banks run up to an elevation of some one hundred and sixty feet above the level of Madisonville. On the west bank of this chasm or ravine, are groves of oak, and beech, and maple; on the east,

orchards and fields of grain, alternating with grassy slopes, at the foot of which may be found an occasional cotter.

Reaching the summit, an apparently new town, fresh from the hands of the builders, greets the eye, with an occasional farm-house and orchard to add to the aspect of quiet, comfort and rural enjoyment. From this point the country is now broken, though in nowise lacking in picturesque beauty. A down-grade soon brings the traveler to the level of the Little Miami river, upon which placid stream the eye now rests with more than ordinary pleasure.

Continuing along the line of the railroad, we find upon our right the deep waters of this beautiful river, and pass successively, peering through the rich foliage, the attractive homes of the thrifty farmers, and fields of grain that promise an abundant harvest. On the left is the verge of the table lands of Hamilton, with here and there farm houses, lanes and orchards, and homes of city men. Such is the character of the country, till we reach our prescribed limits of the North-eastern suburbs—Loveland.

Reviewing this extensive tract of country, the almost total absence of jutting rocks, craggy peaks and sun-dried banks, is, except in the railroad excavations, remarkable. Besides it can be safely asserted that there are no swamps to breed malaria: no stagnant pools or offensive debris.

The soil in general is a friable clay, resting on a substratum of limestone; hence, its character as a grass-growing and hay-producing region. A large proportion of the immense hay-supplies of Cincinnati comes from the north-eastern suburbs, and chiefly by the way of the Montgomery turnpike, which ramifies these delightful suburbs.

The water is clear and sparkling, and in sufficient abundance for farm purposes—creeks and brooks and springs abound, while by sinking shafts from 10 to 20 feet, well water can be obtained on some of the highest ground. Such is a general view of this beautiful country. When referring to the property near the various stations, a more detailed description will be given.

## SPRING GROVE CEMETERY.

This enchanting rural park and tranquil city of the silent dead, is the first suburb that is reached by the Marietta and Cincinnati Railroad.

It is situated in the beautiful valley of the Mill creek or *Mah-ket-e-wa*, about five miles north of the Court House, and covers an area of 600 acres. The grounds are approached by an avenue of 100 feet in width, and entered by a semi-circular gateway, with elaborate piers and a keeper's lodge.

The cemetery is owned by an incorporate company, composed of lot owners, and was chartered in 1845, the year after the site was selected. Since its organization the company have made several additions to the original property, making it the largest necropolis in America, and with one exception, the most extensive in the world.

The cemetery proper consists of a tract of 500 acres, bounded on the east by Winton road, and the north by Gray road, on the west by Groesbeck avenue and Linden street, and on the south by the Cincinnati, Hamilton & Dayton Railroad. South of the railroad, and north of Spring Grove avenue, is a tract of 40 acres, which for the past fifteen years has been used as a nursery for other parts of the grounds. There, are now thousands of evergreens and deciduous trees ready for transplanting—more than enough to ornament the unimproved portion of the territory. The grounds south of the avenue consist of 60 acres, which were purchased in small tracts, at various times, for the double purpose of controlling the main approach to the cemetery, and securing an unlimited supply of gravel afforded by the banks of the creek, for use in the construction and improvement of avenues.

With the general appearance of this beautiful resting place, our readers are familiar. The improvements on private lots number 1,654 family monuments, 1,358 of which are of white marble, 198 of imperishable granite, and 85 of the native sandstone.

The number of lot holders is 5,910; whole number of interments up to September 30, 1873, is 25,136. The entire cost of the property, including improvements and expenses, were to September, 30, 1873:

| | | | |
|---|---|---|---|
| Labor expended | $250,500 | Cottages | $5,000 |
| Expenses | 121,000 | Planting and sodding | 3,400 |
| Salaries | 66,500 | Cottages | 3,000 |
| Front building | 23,000 | Farm house repairs | 2,600 |
| Gate keeper's lodge | 16,000 | Reports | 2,500 |
| Surveying | 6,500 | Implements | 2,100 |
| Viaduct, etc | 6,500 | Furniture | 1,400 |
| Public vault | 5,500 | | |

The immediate resources of the association were then:

| | |
|---|---|
| Cash on hand | $ 1,076.60 |
| 5-20 bonds, U. S | 40,000.00 |
| City school bonds | 15,000.00 |
| Hamilton county bonds | 8,000.00 |
| Resor Academy bonds | 5,000.00 |
| Bills renewable—Mortgage notes | 15,400.00 |
| Total | $84,476.60 |

The following touching paragraph from a historical sketch of the cemetery, fitly expresses the sentiments of many of our readers:

"This city of the dead seems to have arisen as by enchantment, to testify that the city of the living to which it belongs, is inhabited by those to whom the tombs of their loved ones are not emblems of sad despair or of cheerless doubt, but of confident and cheerful belief of a happy reunion. The cultivation of the most beautiful of nature's products—the bright flowers, the ornamental trees and shrubs—recalls to the imagination that paradise lost by the transgression, which brought

'Death into the world with all our woe,'

And with it recalls the promise of that lovelier glorious paradise, prepared by the conqueror of death for those that love Him."

Spring Grove is yearly visited by thousands of the surviving friends of the deceased within its borders, and at every turn may be seen tokens of affection, in the strewn flowers that cover the graves of their loved ones. We print the following for the information of visitors:

RULES AND REGULATIONS TO BE OBSERVED BY LOT-HOLDERS AND VISITORS.

1. Tickets must be shown at the gate, and are not transferable.
2. None but lot-holders will be admitted on Sundays and holidays.
3. Persons with refreshments will not be permitted to enter.
4. No rapid riding will be allowed, nor driving on the grass.
5. Omnibusses will not be permitted to enter the grounds.
6. Horses must not be left without the driver, or fastening the same.
7. No smoking will be allowed, nor persons with firearms admitted.
8. Persons with dogs will not be permitted to enter the grounds.
9. Children will not be admitted unless accompanied by guardians.
10. No feeding nor disturbing of the waterfowls and other birds is allowed.
11. All persons are prohibited from touching any object not their own.
12. No person is permitted to enter the Cemetery but through the gate.
13. Discharging of firearms is prohibited in and around the Cemetery grounds to the distance of 100 yards.
14. The gate keeper is charged to refuse admittance into the grounds of all improper persons, and those who are known to have, at any time, caused a disturbance or otherwise transgressed the regulations of the Association.

The gates are open to the Cemetery from sunrise to the tapping of the bell at evening, when all persons must leave the Cemetery.

## WINTON PLACE.

This handsome suburb adjoins the Cemetery grounds, and to it properly belongs the station known as Spring Grove.

COMMMUTORS

| | | |
|---|---|---|
| John R. Froom, | Arthur Williams, | Oliver Williams, |
| Mrs. V. Wallace, | Isabella Brown, | Clement Brown, |
| O. B. Farrelly, | T. L. Brown, | Walter Brown, |
| J. H. McClintock, | E. C. Coolidge, | Frank Coolidge. |
| Jas. T. McGrue, | Wm. Harrison, | Edw. Cook, |
| R. P. Harkness, | W. Thomas, | G. W. Sholl, |
| W. Sholl, | F. Sampson. | |

The residences here are handsome villas, mostly owned and occupied by professional and business men. S. Hannaford, D. W. Miller, S. Hand, and E. Anderson are some of the proprietors. The lots range from one-half an acre to five acres, except the estate of the late Platt Evans, which contains twenty-two acres.

This property is valued at from $2,000 to $3,500 an acre, according to location.

The subdivision of the estate of P. Evens, deceased, lies south of Winton Place, between the C. H. & D. and M. & C. Railroads, and fronts on Spring Grove avenue, which is one hundred feet wide, and one of the finest drives in the west. This front will be planted with shade trees, and as the street railroad runs within a few feet of the grounds, residents will enjoy additional facilities for reaching the city. The location is considered healthy, the water good, and the soil warm and productive. Good schools, cultivated society, a post office and a grocery, add to the inducements to settle.

Standing on a beautiful knoll, at the end of Winton Place, is the residence of G. W. Sholl, of the firm of Sholl & Keen. The style of architecture is unique, but adapted to the position and surroundings of the edifice, which is of brick, is two stories in height with verandas, and a tall tower forming an observatory. On the east is a broad lawn of 12 acres, studded with evergreens and shrubbery. North of the house are the orchard and kitchen-garden, which, with the lawn, make the extent of the grounds 22½ acres.

Seen from the cars at the junction, this place forms the foreground of one of the finest pieces of landscape about Cincinnati.

Passing this point of view, the traveler on the M. & C. Railroad soon finds himself at the station called

## LUDLOW GROVE.

Twenty years ago, the grounds in this vicinity were covered with forest trees, whose shade attracted thousands of city people to spend a holiday in joyous rural sports or traveling over the green turf, or through the tangled brush. The construction of the M. & C. road was the first improvement to break in upon the privacy of this convenient and desirable retreat, and that of the Dayton Short Line completed the destruction of the grove

Now we find on the place besides the original Ludlow homestead, a capacious school house, capable of accommoda-

ting 400 children, and a number of residences, country stores, shops, etc., and a post office. Adjoining Ludlow is

## ST. BERNARD,

Whose necropolis and lofty church with the tall spire are prominent objects as seen from the cars. Including Ludlow, the population of the settlement is about 2,000.

St. Bernard stands upon an eminence, south of the station, and is a thrifty village, which has been built up mainly by Germans.

Between the station and the town is the Miami canal, north of which is located the extensive starch works of Andrew Erkenbrecher, which give employment to many workmen, and supply the country for many miles around with feed for stock.

In the village are several stores, saloons, wagon shops, etc. These saloons obtain a generous support from the thousands who are drawn to the place with funeral processions.

The new Catholic Church which has been built recently, is gothic, in style of architecture, with slate roof, and a spire 170 feet in height. It has pews to the number of 110, capable of seating some 600 persons, which is the present number of members of the congregation.

Connected with the church is a school of 200 children, ten of whom are colored. This school is free to all children whose parents can not afford to pay, and is supported by voluntary contributions.

St. Bernard is the home of Schroder, the popular locksmith, who has laid out an addition to the town, and is selling lots at $8 and $10 per front foot.

Immediately south of St. Bernard is the handsome residence of Henry Attermeyer, located on a beautiful knoll which commands an extensive view of the canal basin, (a miniature sea,) the precinct of Cumminsville, the residences of Messrs. Resor, Probasco, Buchanan and others, in Clifton. Farther toward the rear of the lot, are seen some of the finest buildings at Avondale. Mr. Attermeyer is an active man in

the church and community, and commands the respect of the people.

One of the features of St. Bernard is a voluntary fire department, which has its engine, hose, and apparatus.

The value of property in the vicinity of the town, ranges from $500 per acre on the east, to $2,000 along the line of the railroad.

The commutation fare from Ludlow Grove station, the nearest to St. Bernard, is $4 50 per month. The commutors are H. L. Kattenkamp, L. Attermeyer, Richard Schroder, F. Perin and Chas. Attermeyer.

Leaving Ludlow station in the rear, the passenger is soon at the canal bridge, and fairly out in the country. The train in crossing the canal, almost at a leap, scarcely admits of time to notice the placid waters as they reflect the overhanging trees and shrubs, but that loss is compensated by the splendid view obtained of the surrounding country and Longview Asylum, whose tall chimneys and ample dome add to the picturesqueness of the scenery.

On both sides of the road the land is undulating, presenting hills and knolls and plains, adapted alike for villas and town settlements. Soon the whistle calls attention to the next station. On approaching which may be noticed the chaste villa of George W. Martin, occupying a beautiful rising ground, and nearly surrounded with the remains of the native forest, and ornamental trees and shrubs. This building fronts on the township road, from which it is almost concealed by the dense foliage of the tall oaks and maples. On the south line of the grounds, is located a handsome little station house, offering shade and shelter and rest to the weary or waiting passenger, and this is,

## BOND HILL.

This young and thriving town is the outgrowth of the co-operative plan of raising money, and meets a necessity that in Cincinnati is every year more pressing—that of men of moderate means to procure suburban homes.

Bond Hill was founded and chartered in the autumn of 1870, and fully organized on the 3d of February following, under the title of the "Co-operative Land and Building Association No. 1, of Hamilton County."

Unlike most of the building associations in the vicinity of Cincinnati, this is a building society in fact, as well as in name. As stated more at length under the head of "Building Associations," this society has purchased its own land, laid out and graded its own streets and avenues, built, and continues to build its own houses from its own common fund.

The extent of the grounds is thirty acres, situated on the hill from which the town derived its name, and distant from the railroad station some two thousand feet, in a northerly direction. Though scarcely a glimpse of the town can be seen from the station or the cars, it stands upon an elevation considerably above the level of the road.

A substantial plank walk connects the handsome little station with the town, affording a pleasant walk in both summer and winter. This walk is on the road of the sectional line passing from Avondale through Bond Hill, toward Carthage. A leisurely walk of a few minutes along this plank path, takes us to the boundary line of the town, (as seen in the accompanying engraving,) where the eye immediately takes in the view of the entire settlement, as it lies on a slightly undulating plateau, which commands a most unexpected prospect of the beautiful country around.

Near to us on the north and west, are the commodious residences of John Ferris and Jas. H. Murray, and between them, in the near distance, the extensive buildings of Longview Asylum. Farther to the left, and some distance below, we notice the track of the Dayton Short Line, and to the south, the hills and knolls extending to Avondale. Close by on the east, is the Orphan Asylum, (which is seen to much better advantage than from the cars,) and the settlement about Five Mile House, on the Reading pike, close at hand.

Taking a survey of the town, we notice a few remains of the old farm settlement in the large shade trees on the avenue

leading to the Reading road, then the neat and substantial homes of the members.

Sixteen of these houses are already occupied, and others nearly, if not quite, ready for occupancy. These houses are built on lots measuring sixty-seven by one hundred and nine feet, and are retired from the sidewalk fifteen feet, leaving a space of ninety feet clear between opposite buildings We had the pleasure of examining the interior of two of the houses, that of L. H. Smith, which contains seven rooms besides an outside kitchen, and the home of G. B. Denny, a house of similar dimensions. Still finer houses than those are to be seen in the town, one of which cost $7,000.

These houses are built of brick, are two stories high, with five windows of four lights each, fronting on the street. The rooms are large enough for general family purposes, and well provided with light and ventilation, and any one can be entered without passing through another.

To secure complete ventilation in the town, the by-laws require houses to be erected on the center of each lot, and, as already stated, fifteen feet back from the pavement. Shade and fruit trees are being planted along the streets—Yes, "fruit" trees. Mr. Smith, for instance, having a northern aspect for his front, says he does not need shade trees, and being a utilitarian, is determined that his trees shall be producers. On our venturing an insinuation regarding the *boys*, he interrupted us by stating that Bond Hill boys did'nt belong to *that class.*

The association builds another style of house, which costs only half of the former, viz.: $1,000, including ground, but as two of these are erected with a "party" wall, the accommodations afforded are greater in proportion to the price than in the larger ones. Either house, however, makes a genteel and comfortable dwelling, and costs the owner less per month to buy it, than he would have to pay in rent for a similar house in the city.

*Advantages of Location.*—In selecting a site for the use of the organization, the managers were not actuated by a desire for display. On the contrary, they seem to have preferred

retirement. Besides the item of economy, they were influenced by the following considerations:

1st. Proximity to the city by turnpike and railroad, as well as accessibility to the center of business—The Reading pike and the Section-line road satisfy the former condition, and the Marietta Railroad the latter. By the pike, the distance to the city through the beautiful village of Avondale, is only five miles, by the Section-line road when opened, the drive will be still more charming, and of course, more direct.

2d. Elevation, which secures the town from the miasmatic influences of Mill creek and its tributaries.

3d. Facility of drainage. These grounds possess a gently undulating surface, dipping toward the Mill creek valley, and a sandy soil.

*Society.*—Among the residents of Bond Hill, we notice a member of the press, a newspaper attache, a gentleman connected with railroad interests, a public school principal, a lumber dealer, two or three builders, and a printer. Among the stockholders is one of our most prominent citizens, whose enterprise and means have aided many worthy objects.

A *Sunday School* has grown into prominence, and already possesses a respectably-sized library.

Considerable progress has been made in organizing social entertainments. The *Bond Hill Circle*, a dramatic reading society, gave weekly readings in private houses the past winter. This society and the necessity of a place in which to hold public meetings, have suggested the formation of a joint company to erect a *Public Hall*, which will be constructed during the ensuing summer.

The value of the property of the association has been fixed by the managers. Members prepared to buy can do so either at private or public sale, but as the price of the ground is kept nominally at cost, houses and lots command a premium. At present, we are informed, that none of the stock of the association is offered for sale.

OFFICERS FOR THE CURRENT YEAR.

*President* J. C. KELLEY; *Vice-President*, H. WATKINS; *Secretary*, E. L. AGIN; *Treasurer*, W. S. MUNSON; *Superintendent*, JAS. H. MURRAY.

COMMUTORS, ETC.

J. C. KELLY, R. W. MURRAY, T. J. MURRAY, H. RUFFNER, Miss NETTIE MURRAY, SUMPTER MURRAY, A. K. MURRAY, J. W. COLEMAN, MARY HANNAFORD, WILLIE PARTRIDGE, CORA RUFFNER, LIZZIE CHAMPLIN, J. M. CHAMPLIN, C. E. ROSE, H C. DENIS, THOS. FLESHNER, JAMES PUMMILL, W. LANTRY, F. M SPANGLER, J. H. HART, S. H. SMITH, CHAS. AGIN, J. H. MURRAY, H. WEIBELL, C. A. PARTRIDGE, G. B. DENNY.

We commend Bond Hill Association to the attention of men of limited means, who contemplate settling in the near suburbs. The organization is a great improvement on those that preceded it, while the tendency of the union is, to establish a species of brotherhood, that is alike advantageous in developing the finer feelings of humanity, and building up a settlement which will reflect credit upon the founders. Every member of this society seems interested in the general welfare of all, and in the cars and in society, a favorite topic of conversation with "Bond Hill men," is their rapid transit to and from business, their society, their new buildings, of which they will soon have twice sixteen, their new hall, *their suburbs*, and their scenery.

*Value of Property in the Vicinity.*—That property should increase in value near to such a settlement, is only a natural consequence. Bond Hill property cost $500 an acre; an adjoining tract of two acres was sold a few days before this writing for $3,000.

The time required to reach the city from this point is thirty minutes: the commutation rates, $5 per month.

In closing this sketch, it may be of interest to state that the sale of intoxicating drinks on the premises of Bond Hill, is prohibited by the laws of the association.

ST. ALOYSIUS ORPHAN ASYLUM.

The next prominent object on the Bond Hill side of the road, is this charitable institution, which is located on the Reading turnpike, and lies north of the railroad.

It is situated on a tract of fifty-four acres, owned by the institution, and its naturally beautiful grounds are seen to fine advantage from the cars. The main building is three-stories high with a basement, and contains the dining-rooms, kitchen, clothes-rooms, dormitories and chapel. The house is constructed with a wing on each side as it fronts the turnpike. These wings are two-stories high, and connected with the main building by a hall twenty feet long and ten feet wide. The lower story is used for school purposes, the upper for dormitories.

There are now two hundred and fifty-seven orphans in the Asylum, the girls occupying one side, the boys the other

The property is now valued at $150,000.

This institution is sustained by voluntary contributions and from proceeds of annual concerts on Washington's birthday, and refreshment stands on the grounds on the occasion of the celebration of the 4th of July, when the friends of the institution in the city, resort there to the number of 7,000 or 8,000, and a general gala day is held. Previous to the celebration, the officers of the institution collect the viands, etc., with which to entertain their friends, who in their turn contribute a piece of money, from twenty-five cents to five dollars in value for their entertainment. In this way from $5,000 to $6,000 is raised.

Another occasion for raising money occurs on Church decoration day, which is the third Sunday of September. The sum raised on these three occasions amounts to over $9,000.

The matron of this establishment is Miss Elise Pape, and the chaplain, Rev. A. H. Walburg.

South of the railroad, at Bond Hill, the country presents a peculiar yet picturesque appearance—that of a series of knolls and natural mounds, multiplying incessantly as they approach the northern limits of Avondale. This property is included in the Blatchley estate, and was laid out with avenues for building sites a few years ago, portions of it bringing $5,000 and upwards an acre.

The property east of this tract is equally well adapted for building sites, presenting a bold, undulating surface, and

increasing in altitude as the distance increases from the railroad. Soon we enter the excavation rendered necessary to reduce the grade of the track, and hearing the shrill whistle, are apprised of our proximity to

NORWOOD.

Here the depth of the cut required has lowered the track some sixteen feet, so that now the travel of the Montgomery pike passes on a bridge that spans the railroad.

Mounting the steps that take the passengers up to the level of the pike, where are in waiting, an omnibus and several vehicles, we turn to the right, cross the bridge, and are now on the highway leading to the city.

Here are a few farm houses nestled among the trees and shrubbery, that have grown old with the place. The first on the right is occupied by one of the old settlers, T. T. Drake, the next by Chas. F. Low, Auditor and Secretary of the M. & C. Railroad. Connected with the latter building is a farm of 50 acres, purchased over a year ago by the following gentlemen: Robert Hedger, Jas. Bradford, G. H. Hafer and Maddox & Hobart, the present proprietors. This property was purchased for building purposes, and being so close to the station, would doubtless sell well if laid out in lots of fifty feet front.

Opposite this ground, is a beautiful row of silver-leafed poplars, that cast a grateful shade over the sidewalk.

Farther southward, and on the east side of the road, are the great meadows of Hiram Smith, stretching out from the village, then those of Edward Mills, at the farther end of which are the elegant and chaste mansion and outbuildings of the proprietor. Adjoining this on the east, is the comfortable suburban cottage home of Jackson Slane. His buildings are well retired from the public road, affording an ample lawn, and abundance of fruit trees and bushes. Mr. Slane has reduced his broad acres to a convenient compass of 18¼ acres—enough to care for while his business in the city demands his close attention.

Opposite Mr. Slane's property, is that of L. C. Hopkins, who last summer laid out an avenue to connect the

Montgomery with the Reading pike, near Avondale. This is another valuable piece of building property, admirably adapted for minute subdivision, and we think would pay to put on the market. The distance from this point to the station is only about a mile, and the property being on the turnpike road, it would be sufficiently near to the station for health and retirement.

Adjoining the property of Mr. Slane, is the extensive farm of B. Cavagna—one of the most beautiful pieces of property for residences in the country. The place consists of meadows and woodlands, and presents a most beautiful park-like appearance. The ground is about on a level with the station, and is gently undulating, with here and there large planes adapted for lawns and ornamental grounds.

Stretching from the east side of the Montgomery turnpike, over to within one-third of a mile of the Madisonville turnpike, it contains two hundred acres, with a frontage on three sides. By laying this property in three to five acre lots, a capitalist would realize handsome profits. Unlike some of the neighboring property holders, Mr. Cavagna is not indisposed to part with his property, but will not sell it in parcels.

Returning to the station, we notice the Norwood post office and a general store conducted by W. M. Langdon. West of the station, is first the handsome residence of J. B. Foraker, and on adjoining property and nearer the turnpike, the residence of Mrs. Mills. On the right is the handsome home of W. A. Stewart, and further up on the opposite side, the commodious cottage of A. G. Ridlon.

Leisurely sauntering up the broad and handsome road, we come to a bend, and halt for a few minutes, to review the country southward from this more elevated point of view, and one of the first objects that attract attention, is the winding road that leads upward towards Avondale. Amid a landscape of wood and meadow, gentle hill and rolling vale, we see the handsome homes of resident farmers and city business men. Beyond and above these we notice also the public buildings and private residences on West Walnut Hills and

Mt. Auburn, as they reflect the rays of the nearly setting sun. On either side the country is equally beautiful, spreading out into orchards, groves, cultivated fields, and extensive pasture land. Fairly in the country, we experience an almost hushed stillness, broken into only by the shrill whistle of passing trains, the foot-falls of an occasional tramp, the noise of a solitary carriage urging toward the city, or the sound of a more jaunty vehicle, lightly laden with a loving pair.

But we must not linger, as we are only half way to the summit above us.

Turning the bend, a finger-board directs us to Mound avenue, which we find to be a gracefully curving road, with shade trees symetrically planted on either side, and green lawns sloping down to the excavated highway. Soon we reach the

INDIAN MOUND,

And, marking the time, find that a brisk walk of ten minutes will take the passenger from the station to this point.

We are now on one of the greatest elevations in Hamilton county, and our eye encompasses an extent of vision, truly surprising. The sensation experienced is one of vastness or immensity. Objects supposed to be beyond the range of sight are seen in the distance, while comparatively distant objects are unexpectedly near. Immediately we commence to enumerate the many familiar objects and places that crowd upon the attention, scarcely glancing at the beauties of the scenery. On the table land to the north-east, we can see the farm settlement among the groves and forests. In the valley below, is the curling smoke of that flourishing village, Lockland, and there are the palaces for the indigent and the demented, and their grounds and enclosures. Before us, gently rolling to the valley below, are forests and meadows and green fields, divided by neatly clipped hedges or fences, on straight lines that appear as gracefully curving. Interspersed among these, are the suburban settlements, Glendale, Wyoming, Hartwell and Carthage, and beyond the wide valley and the wooded slopes, Mount Pleasant and more aristocratic College Hill.

In the near distance below us is the ambitious town of Bond Hill, that representative of democratic and co-operative ideas combined—a true democracy. Then there is St. Bernard, with its prominent church and steeple; and still farther to the left glimpses of Clifton and Avondale, the homes of our millionaires.

Walnut Hills now appears southward, and Mount Lookout and the Observatory, and located in the center of an extensive amphitheater, and merging into its neighbor's territory, or vice versa, is the new town of Oakley, which, even at this distance, looks fresh and tasteful as from the hands of the builders, and Madisonville, that seems sequestered in groves and orchards, with only its more pretentious villas occupying the prominent knolls; then beyond and toward the Little Miami, are patches of woodland extending to and beyond the river, and up the slopes of Mounts Washington and Carmel, and beyond these, the misty lines of the far off hills that limit the horizon.

Indian Hill, on the north-east and northward; again Pleasant Ridge, within speaking distance, with its fertile slopes, its mansions and orchards, its churches and school house, all beautiful from this near view, and we have made the circuit of the horizon. A thousand objects of interest and beauty remain to be noticed, but time and space will not admit of further mention. We now take a closer view of

## NORWOOD HEIGHTS,

The distinctive name given to the property purchased a few years ago by S. H. Parvin, Col. P. P. Lane and L. Bolles. This consists of eighty-two acres, which are laid out in lots ranging in size from one acre to six. The mound in question forms a part of the settlement, and has been reserved by the proprietors for the use of the public and the settlers. Its dimensions we could not accurately learn, but were informed that it covered one-fourth of an acre. The company, so far, have not disposed of much of their property. Some time since, L. Bolles, one of the publishers of this pamphlet, sold his interest to E. W. VanDuzen, after reserving to himself some

three acres; and W. R. Phipps purchased a tract of similar size, adjoining the mound, and erected on it the handsome villa that attracts so much attention for many miles around. Before describing the balance of the property, we may state that Mr. Phipps' elegant edifice cost him over $12,000. It is a frame building with pointed gables and an ornamental slate roof. Overlooking the lawn are two handsome verandas, and an elaborately finished bay window. A neat carriage house and stable are at a convenient distance on the brow of the hill.

The property of Norwood Heights is like much of the property of the north-eastern suburbs, varied in surface. Portions of it are level, while most is gently undulating. Part of it extends down to the turnpike road, as does that of Mr. Bolles, and another part adjoins the elegant grounds of James M. McCullough. We noticed at work on the lots a gardener planting shade and ornamental trees, which, when grown, will add materially to the beauty of the place.

Little if any effort has been made to dispose of this property, the owners feeling satisfied that the day is not far distant when it will be in great demand. To some, the price has been an objection, but land here can be had at about the same rates as on the level ground, equi-distant from the station. The advantages of the place however, will, when more generally known, speedily bring buyers who will put up improvements suited to the views of the company. Some of these advantages are pure air, abundance of spring water, proximity to the railroad station, and to the city by carriage drive, good schools and churches, and cultivated society.

Passing down Mound avenue, we come to the beautiful grounds known as

### THE M'CULLOUGH PLACE.

Originally used for nursery purposes, these grounds contain an immense variety of the choicest trees and shrubbery, many of which have been allowed to grow up to enrich and embellish the property. Winding down an open roadway, we pass clumps of apple and pear trees, and soon enter the

thickets that cluster around the homestead of the proprietor, James M. McCullough. There, embowered in trees and foliage and flowers, is the cosy domicil where so many friends have enjoyed the hospitality of the happy pair who fixed their residence on this spot some twenty-four years ago. On three sides of this house, are the smoothest of shaven lawns or croquet grounds, skirted by choice shrubbery, and shaded by gigantic forest and fruit trees. Near at hand, are the barn, stable, and carriage house, and between these and the dwelling, a tiny lake, alive with golden-colored members of the finny tribe. Winding around the lake and homestead, Mound avenue now takes the direction of the turnpike.

Following the meanderings of this enchanting avenue, we pass successively the elfin grove, the rustic bridge, the almost hidden green-house, with its exotic plants and flowers, the quaint little cottage, the shady forest and thrifty pear trees, and the luxuriant hedge of cedar, and note the beauty and the fragrance of shrubs and flowers, freely interspersed over the intervening spaces. Emerging from these shady bowers, that are resonant with the music of the feathered songsters, we again reach the more solid ground of the turnpike road, and find we are opposite the tasteful grounds of Col. Lane, and about a quarter of a mile from the south end of the avenue.

Taking a retrospective view of the McCullough place, we recognize in it more of the characteristics of nature than of art—which, after all, is only the highest style of art. Like some indulgent parents, who with a sparing use of the rod have brought up large families of children to love and honor them, Mr. McCullough has reared these monuments of his taste and indulgence with a sparing use of the pruning knife and shears, and now they have grown up to enrich him with bounteous crops of delicious fruit, and to bless him with their grateful shade and coolness.

We have, perhaps, lingered longer among these inviting bowers, than may seem consistent with an impartial account of our suburbs, but we have two apologies. First, we would have it distinctly understood, that Mr. McCullough's place is

RESIDENCE OF COL. P. P. LANE, NORWOOD.

not for sale. Next, this beautiful place is, in a certain sense, public property. Residents of Norwood and Pleasant Ridge, and the public generally, are not only welcome, but are invited to enjoy the delightful drive afforded by Mound avenue, which traverses these grounds. Add to these a fact that still further illustrates the public spirit and liberality of the generous proprietor: For many years, on the Anniversary of Independence, and in the interest of religion and patriotism, Mr. McCullough and family have entertained a circle of hundreds of friends, with the free use of their home and grounds, and spread before them ample collations of the choicest fruits and viands.

Having enjoyed more than one of these re-unions, the writer, like many of our readers, can speak from experience.

We shall now glance at this beautiful villa before us—the residence of Col. Lane, represented in the engraving.

The main portion of this handsome building is of brick, with a tasteful portico and bay windows at either end, overlooking the spacious lawn. The roof is of the Mansard style of architecture, covered with ornamental slate. In design and finish, this beautiful edifice is elaborate, yet chaste, alike consistent with the surrounding country, and the taste and circumstances of its affluent proprietor.

The ample grounds of this place, include an orchard on each side, merging into a lawn, that is intersected with serpentine drives and walks, and extends to a tenement house at convenient distance.

Near the tenement house is the carriage house and stable, and on the lower grounds, in the orchard, a dairy, through which circulates a strong stream of pure spring water, sufficient to supply a moderate-sized lake that formerly occupied the grounds still further below.

The extent of the Colonel's property is about twenty-five acres.

Opposite a part of Col. Lane's property, is that of Lewis Kennedy, a son-in-law of Mr. McCullough; and adjoining it on the north, the home of Judge Burgoyne, one of the oldest residents of the northern suburbs. The Judge's father,

John Burgoyne, was the owner of a large grist mill at Cumminsville, that did a prosperous business with the early settlers. Most members of the Judge's family having married and removed to other places—he chose a few years ago, to select for himself this peaceful rural home. His residence fronts on the turnpike, and stands upon a lot of five acres, and is retired to the rear of an ample lawn of trees and shrubbery.

Adjoining this place on the north, and along the pike, is the residence of John Swift—a handsome frame building, with a tasteful lawn in front. Mr. Swift owns part of a subdivision close by, in which Joseph Hayden and James Morgan reside.

Opposite another part of Col. Lane's property, are the rural homes of W. H. Nelson and Capt. Mix—both having abundance of fruit and shrubbery; and adjoining these the home of J. N. Siebern, which stands several feet above the road, and is entered by an archway of Osage orange. Close by it, on the Norwood Heights property, is a quiet, little pond, that would seem to have in it plenty of fish. Next in order on the same side, is the residence of L. Bolles, retired some considerable distance from the road, and seen at the end of a lane of evergreens and shrubbery, of some thirty or forty years growth. This house, like the other property of Norwood Heights, was purchased from William Ferguson, who made it his residence; and here, too, was kept the public inn or resting place for the travel on the great State road.

Near the house, is a fine cherry orchard, that bears fruit in abundance.

This place can be reached in about ten or twelve minutes' walk from the station, and is distant from the corporation line of the city, about three miles.

### STORES, SCHOOLS, DRIVES, ETC.

There is but one grocery at Norwood Station, and that is kept by W. M. Langdon, who also acts as post-master. The school house is about a square distant from the station. The attendance is not as large as that at Pleasant Ridge, but the

school is in a highly efficient condition. The principal is W. H. Nelson, his assistant Miss M. L. Hicks.

A Union Sabbath School is held at this place, under the superintendence of Jackson Slane, assisted by W. A. Stewart.

In closing this article on Norwood and Norwood Heights, we desire to state that much of the information regarding Pleasant Ridge, is of equal interest to present and future settlers of Norwood, and persons arriving at its station. There, are located the churches, a fine school, the benevolent societies, the stores and workshops, and there, is the voting place for the residents in this vicinity.

The drives of Norwood are not numerous, but there are none more desirable in the suburbs. The turnpike road from the city to Montgomery, is not surpassed for scenery, and as yet, the road is not crowded with vehicles; besides, the country has a suburban, rather than a rural appearance.

FARES, ETC

The distance to Norwood Station from the city is, by rail, 10 4-10 miles,—commutation fare, per month, $5.25; freight per ton of 2,268 pounds, $1.50.

## PLEASANT RIDGE.

At Norwood Station, may be seen on the arrival of all accommodation trains, the omnibus from Pleasant Ridge, and a number of private vehicles. Entering one of these, the passenger is conveyed to Norwood Heights, or the settlements beyond. The highway to Pleasant Ridge is the same turnpike road which connects Montgomery with Cincinnati. Passing the bend at the approach to Norwood Heights, a hill of moderate altitude has to be surmounted, and a beautiful valley passed before he gains the high lands of the Ridge. But the distance is not wearisome nor the ride irksome. Here, the country is strictly rural, yet the improvements near the roadside are suburban and tasteful. Residences already noticed, are reached and passed. Gardens and lawns stretch out invitingly, with their open gateways. Orchards cover the sloping hillsides, and there, close at hand, is an

advantageous view of the towering church and spire, and handsome school building. Below the church, and forming its yard, is also the resting place of many pioneers of this vicinity, the white marble monuments of which, form not an uninteresting sight, as seen through the intervening evergreens and shrubbery.

On the left, near the crest of the hill, are the grounds forming Fitzgerald's subdivision of an "addition to Norwood." This is the property referred to in another place as sold on ten years' time. The pioneer settler here is F. L. Fisk, who is engaged in the city post-office.

A little farther, and the Carthage road is passed, and the crest of the ridge fully reached. Halting here, and taking a retrospective view, the eye is enraptured with the rich and extensive landscape.

Resting on the hill sides, immediately below, are the thrifty farm settlements, the wide fields and broad meadows, the orchards and groves. Beyond, and partly concealed by dense foliage, are the turreted outlines of Longview Asylum and the County Infirmary buildings. Still farther to the right, is Reading, with its tall spires; Lockland, with its factories, as seen by the curling smoke of the high chimneys; Wyoming and Glendale, resting in the valley of Mill creek, their mansions and villas appearing amid the groves that surround them; and beyond the valley, the structures of College Hill gem the horizon.

Toward the west and south, are the new suburbs of Cincinnati—Avondale, Clifton, and East Walnut Hills—as seen beyond, and around the intervening hills, their high gables, cupolas and spires glistening in the sunlight. Farther to the left, a splendid view of Norwood Heights is obtained. Yonder, embowered in an orchard-grove, is the comfortable home of James M. McCullough, and here on the right, the elegant residence of Col. Lane, which, to be seen in its best aspect, must be viewed from this point. And yonder, is Oakley, so near, yet so distant; and Mt. Lookout and the Observatory; and beyond, Mt. Washington, and—well, the vision has a limit. Those spires are scarcely seen through the blue mist, as

they dot the far off hills that seem to touch the sky. With such a landscape, the graceful slopes, the fertile valleys, the rural homes, the air filled with the perfume of a score of orchards in bright bloom, and the pastures dotted with flocks of sheep and browsing cattle, was not this desirable locality fitly named PLEASANT RIDGE?

But this is not all of Pleasant Ridge. That name is applied to the land on either side of the turnpike for some three miles. Nor is this the greatest elevation, as we find there is some up-hill work for the sturdy team beyond. Pleasant Ridge village is situated on a comparatively level plateau, which forms a part of the table land of the county. The population is about five hundred, composed of mechanics, business and professional men. The industries are two blacksmith shops, two wagon shops, two nurseries of fruit and ornamental trees. There are two groceries, or general stores, and two beer saloons. In the professions there are two clergymen, and one physician. The classes that live by their wits or their wealth are said to be alike small.

### CHURCHES.

Pleasant Ridge is well represented in churches and schools. The denominations are Presbyterians, Methodists, and Regular Baptists. The former has erected a fine building at a cost of $20,000. Its dimensions are forty-five by seventy-five feet, with basement for Sabbath School and lecture room, and an auditorium above. The house is of brick, with stone and ornamental trimmings, and a slate roof. Two spires, one of which is one hundred and fifteen feet in height, are attractive objects for many miles around.

The society was organized in 1798, and known as "Duck creek Presbyterian Church" till 1818, when the present name was adopted. The first pastor was Rev. James Kemper, who commenced his labors in 1808, and served the church till the year of his demise, 1835. He was succeeded by Rev. Daniel Hayden, whose term of service was twenty-seven years; Rev. Samuel J. Miller, seven years; Rev. Edward Wright, two years; Rev. J. K. Burch, one year; Rev

Samuel Hair, five years; Rev. Simeon Brown, (stated supply) two years; J. P. Vandyke, four years, and James McKee, four years. The present incumbent, Rev. L. A. Aldrich, has served the church for a period of over three years.

The first edifice was of logs with a frame addition. This was superseded by a brick house, thirty-six by fifty feet, and was built by Bartholomew Fowler and William Baxter. Having served the entire religious public in this vicinity for a period of forty years, the building was torn down to make way for the present elegant structure, and the foundation of the latter laid with appropriate ceremonies, conducted by Gen. James Sampson, on the 12th of September, 1870. The efficient building committee, upon whom the responsibility of finishing the new house has devolved, are John A. Clark, John Cortelyou and William Durrell, Jr.

The membership of the church is at present, one hundred and eight, of which the venerable gentleman who conducted the ceremonies of laying the foundation stone, Gen. James Sampson, is considered the oldest member, dating back as he does his connection with the church some fifty-one years.

Connected with this church is a flourishing Sabbath School, under the superintendence of its esteemed pastor. This school is held in the elegant lecture room, which for comfort, convenience and taste, is not excelled by any we have ever visited.

The Baptist Meeting House was erected in 1859, at a cost of $3,500. It is a well built and neatly appearing structure, with rooms for vestry and baptismal purposes in the rear. In its belfry is the only church bell in the village.

The Baptist Church was organized in 1866, before which time the membership of this place was a branch of the old Duck creek Baptist Church, the pioneer of the north-western territory. Rev. B. F. Harmon, now of Mt. Washington, preached for many years, officiating as pastor of this church, and his name continues to be much venerated among the people of Pleasant Ridge. At present the pastorate is vacant.

The Methodist Episcopal Church or Meeting House, is a comfortable brick building, situated on the corner of Wood

and Carthage streets, and was erected in 1859, at a cost of $3,000. Its pulpit is at present supplied by Rev. T. J. Ewans, with assistance from other preachers of the denomination. This church also maintains an interesting Sabbath School under the superintendence of John H. McGowan.

### SCHOOLS.

Feeling the necessity of increased educational facilities, the electors of the district authorized an appeal to the township school-board, for a tax levy of $7,500, to purchase a lot and erect a commodious school house. After some delay the present edifice was erected on grounds purchased from Samuel Langdon, in 1871, from which beautiful spot it overlooks an extensive range of country, and, like the Presbyterian Church, forms one of the most attractive objects on the line of the M. & C. road.

The house is of brick, with freestone ornaments, and contains, besides the basement, a vestibule and four large rooms, measuring twenty-four by thirty feet. Three of these rooms are furnished and in daily use, with an average attendance of one hundred scholars.

This house is one of the best planned buildings for school purposes in the country, and besides its presenting a beautiful and symmetrical exterior, is furnished in the best style with maps, globes, and improved apparatus. The belfry is mounted with a silver-toned bell, which marks the time for residents, within a range of several miles. The value of the edifice and grounds is estimated at $10,000.

The present school board consists of John Swift, President; J. H. McGowan, Treasurer, and H. B. Terrell, Clerk. The teachers in charge are O. C. Drake, Principal, and Mrs. M. J. Banning, and Miss M. B. Leach, Assistants.

### BENEVOLENT SOCIETIES.

There is but one benevolent society represented in Pleasant Ridge, and that is the Masonic. Pleasant Ridge Lodge, No. 282, F. & A. M. was chartered October 22d, 1856, Stephen W. Reeder, being the first W. M. Mr. Reeder continued to

occupy the position until 1863, when owing to ill health, he retired from the service, and soon after died, greatly lamented by the order.

The membership of the lodge is at present forty-two, and the condition of the brotherhood prosperous and harmonious. The following named officers have been installed for the present year: H. B. Turrill, W. M.; John Swift, S. W.; George W. Lester, I. W.; H. Bonham, Treasurer; P. C. Cole, Secretary; James Morgan, S. D.; Samuel Swift, J. D.; Philip Casner, Steward and Tyler.

The lodge meets on the Friday evening on or before full moon.

### HISTORY.

One of the earliest settlers of the village of Pleasant Ridge, was James C. Wood, father of William W. Wood, who came from New Jersey in 1809, and purchased section 20 and part of 24, upon which property his son now lives, occupying the old homestead.

Subdivisions of the property were made successively by John C., W. R., and recently W. W. Wood.

The village was established as a post town in 1832, and in 1834 was constructed through it the Montgomery turnpike, which, for a time, obtained for it the soubriquet of "Cross Roads," from the circumstance of the pike crossing the Columbia and Reading road at the end of the village.

Pleasant Ridge will long be remembered as a place of rendezvous or "general muster" during the Mexican war. There, assembled the gallant troops from Mt. Pleasant and Montgomery, Newtown, and even Cincinnati. There they camped, and there they practiced their military tactics of the day, under the leadership of Generals Snider, Turpin, Sampson and others—since forgotten; there, troops were drilled in the usages of the regimental school; there, were fought in the presence of fair ladies and brave men, sham battles, in which the "Horse Tail" cavalry charged the firm ranks of the Jackson Guards or the Washington Cadets, and *vice versa*, and there, amid the dust, if not the smoke of battle, were gathered

fresh laurels in the presence of admiring fair ones, and amid the plaudits of chivalrous escorts.

INDUCEMENTS TO SETTLERS.

Pleasant Ridge, offers many inducements to city men to settle in its vicinity. Besides its unsurpassed scenery, it offers health, pure water, fresh air and an invigorating atmosphere; abundance of fruit in its season, cheap property, good schools and churches, little, if any, short of metropolitan efficiency; stores, shops—in short, a town already fully established, and good society already formed.

Then, its proximity to the city—only seven miles from the Court House, on the road to which, passes a daily omnibus, arriving at Coffin's grocery on Fifth street, at 9:15 A. M., and leaving at 3 P. M. Passengers failing to make railroad connections, are thus amply accommodated. Then there is the railroad omnibus, as before intimated, which makes three trips a day, at a cost of only ten cents each way.

There are, also, church parties, society unions, pleasure drives, sleigh-riding in the season, flower culture, and all the recreations that tend to make country life desirable and attractive.

Men of limited means can soon build themselves homes, which will constitute at the same time, a saving, and a first-class paying investment.

BUILDING PROPERTY AND MATERIALS.

Building lots can be had at from $3 to $10 per front foot, and land from $300 to $500 per acre; and building material can be had at the cost of freight above city prices, for lumber and lime; brick at $8 or $9. Labor is cheap, and more than counterbalances the increased cost of material.

COMMUTORS OF NORWOOD STATION.

Judge BURGOYNE, President National Insurance Co.; WM. R PHIPPS, Phipps, O'Connell & Co., wholesale shoe dealers; JOHN H. MCGOWAN, J. H. McGowan & Co., Mfgs Pumps, etc.; J. A. JACKSON, Jackson & Co., liquor dealers; W. A. JACKSON, clerk at Jackson & Co.'s; J. S. MORGAN, J. A. Morgan & Son, bookbinders; JACKSON SLANE, Slane & Day, Jewelers; CHAS. SEEGAR, clerk; JOHN SEEGAR, Seegar, Williams & Co., commission merchants; GEORGE BELL, clerk; H. C. BATES; JOHN A. CLARK, Clark & Kennedy, commission merchants; J. M. MCCULLOUGH, McCullough

& Son, commission merchants and dealers in seeds; P. P. LANE, Lane & Bodley, iron founders and engine builders; J. B. FORAKER, attorney-at-law; L. BOLLES, Nelson & Bolles, land agents and note brokers; EDWARD G. BOLLES, clerk M. & C. R. R. office; E. C. HALL, Hall's Lock and Safe Co.; J. B. HAYDEN, clerk at 113 W. Pearl St.; M. T. DRAKE, book-keeper, Clark & Kennedy; PETER BELL, clerk at M. & C. R. R.; CHARLES GILBERT, at Lane & Bodley's; EDWARD CLARK, clerk at Clark & Kennedy's; T R. KENNEDY, commission merchant; E. W. BOWMAN, commission merchant; W. A. STEWART, chemist; J. P. STEWART, printer; Mrs. P. P. LANE, Mrs. FANNIE BELL, Misses JOSIE SWIFT, AMANDA LANGDON, LUCIA M. LANE, FANNIE BELL, MYRA LANGDON, LOTTIE LEOPOLD, and L. F. PHIPPS, HENRY LEOPOLD, HENRY LANGDON, JOHN LANGDON; H. B. TURRELL, Auditor's office; F. L. FISK, P. O. clerk.

## OAKLEY.

This new and handsome suburb, is 11 9-10 miles from the M. & C. depot by rail, and 5 miles from the Court House, by the Madisonville turnpike. Commencing at East Walnut Hills, its boundary line stretches about a mile on each side of the turnpike, and something over a mile in all directions from the post-office at the station. Within one hundred feet of the station, the railroad crosses the turnpike obliquely, passing to Madisonville in nearly a straight line, while the turnpike road makes a graceful curve to the north, winds around eastward, and reaches Madisonville proper, at a distance of some two miles. Between the towns of Oakley and Madisonville, there seems to be no marked boundary. The post-offices of the two places, receive and deliver mail matter, for persons living within a mile of their respective offices.

### SCENERY.

Oakley is less remarkable for fine prospects and splendid scenery, than for its being the center of one of the most picturesque landscapes on the M. & C. road. Its position is about the center of the amphitheater formed by the surrounding hills. Eastward, it is flanked by the sheltering forest, that obstructs the view toward Mt. Washington, in the distance; but southward, is obtained a fine view of Mt. Lookout and the Observatory, close at hand. North and west, splendid views are obtained of Indian Hill and Pleasant Ridge, and the sloping banks of the table land as they are seen covered with groves, orchards and waving grain. But

these views are obtained from a single point of observation—the intersection of the roads. A walk along the turnpike either way, or on Columbia avenue, will greatly extend the prospect and diversify the landscape. Admirable views can also be obtained from second-story windows or balconies. The center of the amphitheater or basin being convex, a little elevation enables spectators to enjoy the luxury of a near view of the beautiful landscape, seen to such advantage from Norwood Heights.

TOPOGRAPHY.

The surface of the land in the vicinity of Oakley, is variable. Around the station it is nearly level, while near the boundaries it is undulating. It is thus well adapted for a compact settlement or town, as well as for suburban villas for the opulent.

The elevation of Oakley station is one hundred and eighty-two feet above low-water mark, which indicates falling ground on all sides, and renders the place susceptible of thorough drainage.

THE SOIL

Is variable. On the lower grounds it is inclined to be alluvial, on the high, flat land, is a species of white clay,—well enough adapted for grasses, but not good for general farming purposes.

THE ATMOSPHERE

Is clear and bracing, tempered by surrounding hills and forests, and *the water* is of the uniformly pure quality, that characterizes the north-eastern suburbs.

THE DRIVES

And means of access to the city, are numerous. The Madisonville turnpike passes directly through the town, and the East Walnut Hills omnibus stand is only one and a half miles from the west end. The Columbia avenue leads from the direction of Red Bank toward Pleasant Ridge, and a pleasant circuitous drive leads to the Observatory.

THE INDUSTRIES

Of Oakley, are as yet, not numerous. The principal are the wagon and blacksmith shops, one of which is noted for excellent work. There are three places in which groceries and

liquors are sold, in one of which can also be had dry goods. Two of these stores are connected with inns or taverns, that seem to be well patronized by teamsters and others, who travel on the Madison turnpike.

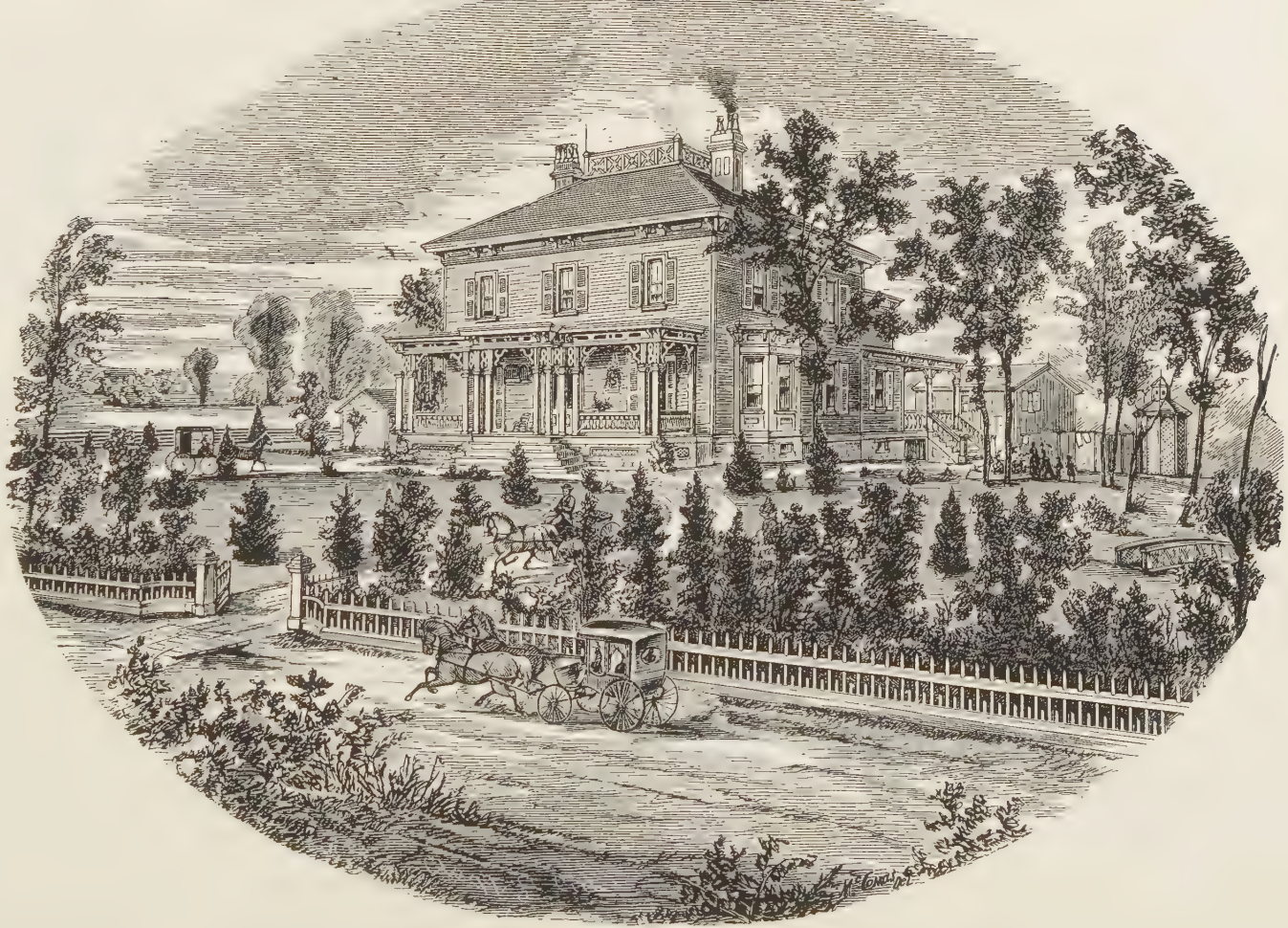
THE IMPROVEMENTS

Consist of about fifty houses, several of which will bear favorable comparison with those nearer the city. Within five minutes' walk of the station, is the palatial residence of Mrs. Taylor, relict of David H. Taylor. This house is built with an approach to the Italian style of architecture; is two-stories high, with a Mansard roof, and elaborately finished dormer windows on three sides. In front it is entered by a portico, supported by tasteful columns; on the west, is a handsome bay window, surmounted with a balustrade; on the east, a veranda over a side entrance to the building. The body of the house is painted a blue-limestone tint, and the ornamental work white. This elegant building is seen to great advantage from the cars, and attracts much notice, because of the fitness of the style of architecture to the location, and the admirable simplicity of the design.

The position of the house, is the center of an arc, the chord of which is about 1,000 feet, and forms the front of the elegant lawn. In the rear, and stretching forward crescent-shaped, is a fine forest, that adds materially to the picturesqueness of the place.

Near the station is another handsome edifice—the home of Paul Schuster. This is a rectangular frame building of two-stories, with a balustrade on the roof. In each of the front corners is a neat veranda, and on each side bay windows. This house contains fourteen rooms, and has most of the modern conveniences. The house stands in the center of a tract of six acres, which has fine frontage, an ample lawn and kitchen-garden. In the rear are two carriage houses and stables, and a number of outbuildings.

Two frame buildings near Mr. Schuster's deserve notice. These are respectively the property of J. W. McCord and William Buck. A neat little cottage, the home of Mr. Buck



may be seen opposite Mr. Schuster's—this has a well-improved garden, and other appointments complete. Anthony Brown, the former proprietor of the land here, has also a neat improvement on the avenue, leading to the Taylor estate.

On the same side of Mr. Schuster's, is the handsome villa of Daniel Andrews, of the firm of Tweed & Andrews. This is a brick building, with a lofty tower, having a truncated pyramidal slate roof, in which is an observatory. Two bay windows overlook a lawn studded with evergreens, and two verandas add to the comfortable and tasteful appearance of the edifice. Mr. Andrews is possessed of sufficient good taste and good sense, to differ with most suburban property-owners, in allowing the brickwork to remain in its natural color. To-day, his building seems new, and it will do so for many years, till the smoke of a dense settlement effects it as it does city property.

Nearly opposite Mr. Andrews' residence, is that of William Parvin. This house is of brick, two-stories high, and designed for a Mansard roof, which it is soon to have. The rooms are spacious, the ceilings high, and the style of finish of the interior, chaste. A saloon parlor, thirty-five feet in length, is furnished with elegance and taste. A library, dining-room and kitchen, are the other apartments on this floor. The stairway and second story rooms are finished and furnished with the same regard to taste and comfort, as those of the first story. Mr. Parvin purposes adding additional rooms to his residence, and in the rear, a conservatory.

Near to this residence, are those of H. O. Newman, Dr. O. Britton, G. W. Crawford, Oscar Gerard, all of whom have handsome and comfortable homes.

Farther west is the handsome residence of Capt. R. T. Coverdale, seen to such advantage in the engraving. This property is located at a convenient distance from the station, admitting of a pleasant walk, morning and evening. The house is retired a desirable distance from the turnpike road, and stands upon a gently rising ground, which in the rear and on one side, inclines to a grassy hollow of undulating meadow land, through which circulates a current of clear

water. Three years ago these grounds were a cornfield; now, the tasteful lawn, the well-kept gravel walks and drives, the choice variety of shade and ornamental trees, the rare shrubs and flowers, evince the culture of almost a decade, under the skillful direction of a landscape gardener. There, is the pretty summer house, and here the unique rock-work and intertwining flowers. Below is the meadow of soft green sward, and the gossamer bridge spanning the limpid stream. Around us are the tall locusts that cast their cooling shade over summer house and lawn. On the opposite side of the house is the new conservatory, erected since our artist was on the ground. And there, are its ample sunlit windows, and over it, the spacious veranda. On the same side of the grounds are the strawberry and other small fruit beds extending back to the green house, stable and carriage house. In the rear, and adjoining the kitchen, is the veranda, seen in the engraving. Standing in its shade, we overlook ravine and meadow, green banks and curving knolls, studded here and there with groups of locust and sycamore. Beyond is the kitchen garden, which, with the lawn, is under the care of the accomplished gardener, and all around are the waving forests, the sylvan groves, the villas and farm houses—truly a beautiful place, and these, picturesque grounds, though circumscribed with the limits of nine acres.

But we have seen only the exterior of the Captain's abode. Let us enter the interior and see if the same taste, skill and liberal expenditure that has developed the outside, has been applied within. Entering the wide hall and looking through the open doors of the parlor and library, we are struck with the profusion of plants and flowers, some of which were awaiting their removal to the conservatory. Artistically arranged in every recess, every nook and corner and niche were thrifty, bright and blooming exotics—the rarest of plants and flowers, and choicest of tiny shrubs. In the bay window of the cozy library were flowers under glass, and exposed, and suspended to fancy gas chandeliers and brackets were hanging gardens in miniature, and wherever a stream of sunlight could find its way were tender objects of taste and culture.

In the parlor was the same endless variety, conforming to the same artistic arrangement. There, in a quiet corner is seen a creeping plant environing a window casement. Yonder, opposite the window, a luxuriant ivy of deep green, weaving a double frame around a handsome portrait, and here, under glasses, on table and mantle, are full blown tulips and snow drops—but no, these beautiful flowers are works of art, that in form and tint and color so accurately counterfeit their originals. These are the work of the fair flower artist of this establishment, whose skillful imitations of blooming nature enables her to reproduce the forms and colors of departed friends.

Passing to the dining room beside the conservatory, we find there in waiting, another group of still larger plants of variegated hues; and, ascending the stairway, we notice on sill and stand, fragrant flowers, whose perfume mingles with the pure air around.

Interested in the unexpected display of animated vegetable nature, we failed to notice the quiet harmony prevailing in this elegant home. Paint and paper and furniture were all consistently plain, yet rich. The walls of parlor and library were a delicate lavender, bordered with imitations of light drapery that seemed suspended from neat gilt moldings. The halls, staircases, and chambers were all finished in conformity with the same principles of taste and refinement; everything wearing the appearance of having been designed for comfort and enjoyment.

Our readers will be interested in knowing that the presiding genius of this luxurious abode is Mrs. J. J. Childs, the accomplished daughter of Captain Coverdale.

A builder of gas-works, Captain Coverdale has fitted up his house for being lighted with gas the ensuing winter. Whether he will extend his "mains" to his neighbors, we did not inquire. But we must proceed to visit other places.

Still farther west are the residences of C. W. Ebersole, a two-story frame house, on six acres of ground; that of William Ward, sequestered in the native woods; that of Mr. McCord,

a handsome building, with a Mansard roof; that of Peter Berger, and that of William Wood, all commodious residences.

North of the station, is a fine building, the property of Mrs. Johnston, with capacious barn and stables, not far distant. Mrs. Johnston's property may be said to be in the village of Oakley, and, as it consists in all, of 160 acres, some conception of its value may be formed.

Within about one-quarter of a mile of the station, on Columbia avenue, is the home of Alfred White, seen in the engraving. A plank walk to the premises and a gravel walk and carriage drive winding through an expansive lawn, interspersed with fruit trees, leads to one of those comfortable-looking old homesteads, that in interior finish and equipment, if not in dimensions and exterior appearance, are fitly called mansions.

Confronting us as we approach the house, are statues of Mercury and old grim Winter, the latter suggesting to our mind the idea of having the venerable gentleman placed upon a superanuated list. But the statue is the only object around suggestive of chilling thoughts. The lively stone-color of the substantial edifice with its facings of brown, and the trees and shrubbery and verdant lawn representing advanced spring in her bright and blooming colors, affect us very differently.

Standing upon the veranda, facing northward, we notice that the house is located on the brow of a high bank which descends rapidly, but not precipitously to a broad meadow, into which merges the undulating lawn. On the low ground westward, is the old Madisonville & Cincinnati road, as it follows the course of that almost classic little stream of Duck creek. Around, are many of the places and objects noticed from other points of observation, from the railroad and the station, but the closer view of Pleasant Ridge reveals greater irregularity of surface, and still more picturesque scenery. Here, the gracefully curving knolls and banks descend into lower hollows and valleys, that in some places expand into broad green meadows. The high hills of Mt. Lookout, the promontory of Walnut Hills is in plain view, as well the suburban homes and the wooded lands not far distant.

RESIDENCE OF ALFRED WHITE, ESQ., OAKLEY.

Entering the house, we find the interior just what we expected—a place filled with all the conveniences and comforts that an enterprising successful city business man would be likely to provide. The rooms are numerous and easily accessible. There were, reception, family, and dining rooms, parlor, chambers and kitchen, pantry, dairy and scullery, and water all over the house. And though not well adapted for large gatherings, this pleasant home is most admirably suited for the accommodation of a large circle of familiar friends.

Looking over the yard, we noticed a great variety of poultry, and met three bright little boys of five to ten years, having their hats filled with evidences of the productiveness of that department, to the number of three dozen. Over a fence, we saw other evidences of successful suburban farming and country living, in the browsing cattle, awaiting the attentions of the milk-maid. But we were hurried off to enjoy the pleasure of a ride, and an interview with an opulent neighbor, J. T. Pugsley.

Mr. Pugsley's residence is about a quarter of a mile from Mr. White's; is a two-story frame building, occupying a high plateau that overlooks the creek and meadow below, and is approached by a curving drive from the road in the valley. Finding the gentlemanly proprietor of this handsome rural retreat at home, we were invited to dismount and enter the parlor. A glance at the surroundings quickly convinced us of the skill and taste and refinement of others besides our host in this establishment. Numerous plants and flowers of too delicate growth for outside exposure, adorned sills and casements and mantels, and occupied the snug little conservatory opening into the parlor by graceful archways on either side of the fireplace.

Around the house are plenty of fruit trees, and before it, an extensive lawn. Near by, are the remains of the native woods and forest groves, and beyond, a fine prospect of the country southward.

Adjoining Mr. Pugsley's place on the north, is a tract of beautiful timbered land, of eight acres, belonging to Mr.

White. This fronts on the old road, and extends nearly to the Madisonville turnpike road.

When talking on the subject of property and his beautiful homestead, we were surprised to learn that the whole place had been laid out in building lots of half an acre to six acres. But that is only the natural result of suburban farming. Property bought at hundreds of dollars per acre, soon increases to thousands, and is too valuable for farming purposes, and represents too much capital to be allowed to lie unemployed.

Near to Mr. White, and on the line of the Pleasant Ridge road, is a large tract of land that was laid out in lots some years ago, under the name of Barton & Carpenter's subdivision at Oakley. A portion of this is owned by Dr. Dawson, and will probably be for sale.

J. B. McClyman's residence is some distance farther out on this avenue, and is a two-story frame building. The residence stands upon a high bluff, above Duck creek, and comfortably near are all the appliances for farming and gardening, on a scale adapted to the wants and tastes of a city professional man. Still farther out on this avenue, and near to Pleasant Ridge, is the property of H. L. Fry, distinguished as an artist in wood. Mr. Fry's loss of a year ago, our readers will remember. In a comfortable cottage-home, he had gathered one of the finest collections of curious art, to be found in the West, which, with his many other valuables, his furniture, and his cottage-home, were burned in an hour.

Mr. Fry has extemporized a dwelling suited to his immediate wants, until he is enabled to erect another home. Having some twenty acres of ground, it is his intention to dispose of a part sufficient for this purpose, or to sell the whole and build where property is less valuable.

We may state *en passant*, that Mr. Fry is the gentleman whose elaborate artistic carving in the residence of Joseph Longworth, has secured such merited encomiums.

### THE PRICES OF PROPERTY

Here, as elsewhere, are variable. Within two squares of the station, and on the turnpike road, lots sell at $25 per front

foot. Less eligible lots sell for $6 to $10, and larger tracts at the distance of half a mile from the station, from $500 to $1,000 an acre.

THE COST OF BUILDING MATERIAL,

And of building, is about the same as at Madisonville.

SCHOOLS.

A new brick school house, within a short distance of the station, accommodates that class of children, who are not yet prepared for the high school. As the village is settled, additions will be made, and perhaps a more central location selected. The school is in a prosperous condition, and under the management of H. Bodine. Schools of a higher grade are within a distance of a mile and a half.

THE CHURCHES

At Madisonville and Pleasant Ridge, have so far accommodated the people here, but now it is intended to erect a building adapted for general church purposes, as well as for those of concerts and lectures. A joint stock company, incorporated by the following gentlemen, will erect, at an early day, a handsome building, to be ornamented with a tower: R. T. Coverdale, Alfred White, J. W. McCord, Paul Schuster and J. J. Childs.

THE HISTORY

And settlement of Oakley, require but little writing. Some four or five years ago the place was a farming district, and the property around the station owned by Anthony Brown. Mr. Brown sold 35 35-100 acres to Paul Schuster, who subdivided and sold to various persons, who have improved their property, as heretofore described. Oakley is still in its infancy and being favorably located as to roads of various kinds, and in such close proximity to the city, its dense settlement is only a question of time.

SOCIETIES.

Oakley boasts of a literary and musical society, known as the Oakley Coterie, which holds its meetings every two weeks.

COMMUTORS.

Most of the commutors at this place, are well-known business and professional men The following is the list:

ALFRED WHITE, marble and monumental business; Rev. ROBERT SUTTON, Tract Society rooms; J. W. McCORD, Secretary Enterprise Insurance Co.; R. ARCHIBALD; J. B McCLYMAN, attorney-at-law; WM. PARVIN, retired; G. W. PARNELL, commission merchant; O. BRITTON, commission merchant; DANIEL ANDREWS, Tweed & Andrews, wholesale grocers; J. J. CHILDS, Tanner & Co., book and job printers; PAUL SCHUSTER, attorney-at-law; W. BROWER, retired; M. CARPENTER, real estate agent; JAMES GILL, Mitchell & Rammelsburg Co.; H. O. NEWMAN, financial agent Snider & Hoole; OSCAR GERARD, musician; E. WARD, general business; JOHN TANNER, Tanner & Co., printers; W. R. McCOMAS, designer and sketcher; W. H. PARCHER, at Hopkins & Co.'s; PETER BERGER, pattern maker; T. B. BARR, carpenter and builder; H. L. FRY, artistic wood carver; D. E. FLETCHER, watchmaker; H. W. TAYLOR, D. H. Taylor & Co., tanners and leather dealers; WALTER WHITE GEORGE REITER, MRS. A. WHITE, and Misses CLARA WHITE, ELLA TAYLOR, BELLE McCLYMAN, and NORA FRY.

## MADISONVILLE.

The town of Madisonville, like its sister suburb, is located chiefly on the line of the turnpike of the same name. Its distance from Oakley has already been considered—the post-offices of the two places being about two miles apart. Since the construction of the M. & C. Railroad, settlement in this place has taken a new direction, and the style of architecture been materially improved. Quite a number of neat and substantial brick buildings now cluster around the station, and a number of villas ornament some of the knolls and neighboring plains. The town is nearly a mile in length, and after making a graceful curve, extends all the way to the base of Indian Hill. As it continues to grow, streets are being laid out and subdivisions added that promise soon to build it up into a handsome city.

THE SCENERY

Of Madisonville, is as variable as the numerous knolls and points of observation. On the north and west, are seen the slopes of Pleasant Ridge and Indian Hill close by, and on the east and south, a long stretch of fertile valley, reaching to and beyond the Little Miami. Here and there the landscape

LANDSCAPE VIEW OF MADISONVILLE

is enriched with forest groves and fruitful orchards, some of which extend to the slopes of Mt. Washington. From the knolls are seen Walnut Hills, Mt. Lookout, and Norwood Heights

INDUSTRIES OF MADISONVILLE.

Stone and Marble yard—James Julian; Planing Mill and Sash factory—Chas. Hahn; Tinning and Roofing—Robert Redman and John Arnold; Painting—David Holden and William Brooks, Wieskapf, Sherman, Pren & Elliott; Plasterer—J. T. Clephane; Blacksmiths—Theodore Markman, Chas. Brehne; Saddlery—George Saur; Carriage Builder—M. Bodine; Wagon Makers—Martin Lemond, Henry Smith; Shoemakers—L. Bosom and others; Merchant Tailor—D. Mathus; Meat Stores—There are three of these; Grocers and Dry Goods—Sprague & Aikens, Maffit Bro's; Grocers—W. C. Morton, John Butz, Jacob Brower, George Hoendel, Zinguly; Hotel—John Biesseringer; Saloons—Of these there are three besides the hotel; Jewelry and Watchmaking—A. Wahl; Tanner—John Lindsay; Drug Store—Dr. P. W. Hill; Cabinet Maker, etc.—T. Maphet; Bakery—L. Vitt; There are also two fashionable dress makers.

Professions: Physicians—Dr. J. O. Marsh, Dr. C. S. Matz, Dr. J. A. Black. Dr. Hill does an office and prescription business, and is an accomplished dentist.

Lawyers—Jas. S. White and Geo. Stearns.

LABOR.

| | | | |
|---|---|---|---|
| Common labor, per day | $1 50 | Carpenters | $2 50 to $3 00 |
| Hod carriers | $1 75 to 2 00 | Plastering, per yard | 35 to 40 |
| Brick layers | 3 00 to 4 00 | Painting and paper-hanging at city prices. | |
| Stone masons | 3 00 to 3 50 | | |

MATERIAL.

Lumber, $1 00 per thousand, above city prices.

Brick, $9 00 per thousand; in the wall, $13 00.

Sand, per perch, $1 75.

Building stone, per perch, $1 75.

Lime per bushel, 35 cents.

Cost per room of a plain brick building, cellar under the whole house, $400.

Freight from the city—car load, 20,000 pounds, $12; per ton of 2,268 pounds, $1 50.

Fare to commutors, per month, $5 75.

Distances from the city by railroad 13 9-10 miles; by turnpike, eight miles; from Oakley, two miles; Madeira, three miles; Pleasant Ridge, three miles; Montgomery, four miles.

Elevation, by low water mark, 162 feet.

Drives.—There are several good roads, the principal of which are the Madisonville pike and the Columbia road. An avenue winding around the hill is now being opened by Mr. Cornuelle, which will make a delightful drive.

THE ATMOSPHERE

Of Madisonville differs little from that of Oakley. Being some twenty feet lower at the station, it is more sheltered, and the soil toward the hillside being gravelly, the drainage is fair and the water pure.

THE SURFACE,

As intimated, is variable. Around the station it is undulating; to the east, it is nearly level; on the line of the pike which is the old town, it is generally level.

THE SOIL

Is comparatively light and loamy, well adapted for gardens, orchards, vineyards, etc., several of which are close at hand.

THE DRIVES

Are the turnpike road, a road leading toward Columbia and one over Indian Hill, toward the Montgomery turnpike. A fine avenue has been laid out by Mr. Cornuelle, on the slopes of Indian Hill, which will be one of the finest about Cincinnati, commanding as it does, a scope of view encompassing the amphitheater that awaits settlement by the thousands of Cincinnati.

THE IMPROVEMENTS

Of Madisonville, are indicative of its history. Some of its cabins might have been erected a century ago, so primitive are their appearance, while quite a number of tasteful substantial buildings, demonstrate the presence of wealth and refinement—this in the old town. In the new, we have the improvements referred to—such places as city business men of moderate means and others in affluent circumstances might be supposed to make.

BUILDING ASSOCIATIONS.

There are two building associations, known as the Madison Building Association No. 1, and a branch of the Star Building Association. The former has been in existence three years, the latter was established last year. The object of these associations is to enable members to accumulate in an easy manner, the necessary capital for acquiring a home or establishing themselves in business, or to deposit their savings

securely at a fair rate of interest. Reference to their respective organizations will be found under the head of Building Associations.

The officers of the Madisonville Association are: President, H. B. Whetsel; Vice-President, M. Buckel; Treasurer, E. L. Muchmore; Secretary, James Julian. This society has disposed of 130 shares.

The Secretary and Treasurer of the Star Building Association is M. Buckel.

METHODIST EPISCOPAL CHURCH.

This is a commodious brick building with a spire. Its dimensions are forty by sixty feet, and capacity about 400. This building was erected in 1857, and is considered worth about $10,000. The membership is about 175, and the congregation about 300. Its being the only protestant church building in the town, accounts for the disparity between the membership and attendance. Services are held forenoon and evening. On the same lot is the parsonage—a handsome brick building, two-stories high, and valued at $4,500. The present occupant is the Rev. E. T. Wells, an active worker in the church, and whose excellent lady proved a valuable accession to the ladies' movement against intemperance.

Connected with this church is a *Subbath School* under the superintendence of A. S. Butterfield, with an attendance of 200 persons, ranging from four years of age to eighty-nine. The oldest scholar is Captain Giffins, who has been a faithful attendant since the first organization of the school.

CATHOLIC CHURCH.

This is a new and handsome brick building, in the gothic style of architecture, with a spire of 112 feet. It is located in the Rev. A. Walburg's addition to the town, and measures seventy-six by forty-four feet, with a forty foot ceiling. The building is trimmed with freestone moldings, etc., and, with its large central window of richly carved glass, presents a handsome appearance in front. This is a fine specimen of a suburban church building, and should suggest to members of other denominations residing in Madisonville, to emulate its founders, especially as the town can furnish all the material

and skill necessary to erect one. With the exception of the cornices, which are of galvanized iron, the entire work was put up by Madisonville mechanics.

The foundations were built by Adam Stuver, the freestone work was put up by James Julian, the carpenter work was done by Charles Hahn, the brick work by Louis Cornuelle, and the plastering by Clephane Bro's. The cost of the building was $14,000, and was chiefly borne by the pastor, who a few years ago purchased a tract of land, which has proved a valuable investment. Of this tract, Mr. Walburg reserved for church and school purposes, the lot upon which both church and school now stand. This lot has a frontage of 250 feet and a depth of 150 feet.

The membership of the congregation is 300. Regular service is held every Sunday. The church, like the school, is sustained by voluntary contributions, and chiefly by members of the congregation.

#### THE SCHOOL HOUSE

Is a brick building, capable of accommodating about 200 children. The attendance at present is forty-seven

#### LUTHERAN CHURCH.

This is a two-story building, thirty-two by fifty-four feet, with accommodations for 350 people. The number of members is 225, and the pastor Rev. J. G. Theis.

The trustees are George Linder, Henry Whetholder and Henry Roehne.

The school in connection with this place of worship numbers forty scholars, and is supported by voluntary contributions from the members.

The cost of the building was $7,000.

#### THE OTHER DENOMINATIONS

Are Presbyterians who number less than a dozen, and the Baptists who estimate their number at twenty-five. The former worship with the Methodists, and the latter attend the church of their own denomination, at Duck creek, not far distant.

PUBLIC SCHOOLS.

The public schools of Madisonville, consist of four departments, named as follows: Primary, C grade, Intermediate and High School. These are all conducted and held in the handsome school building which presents such an imposing appearance to passengers in the cars.

The entire number of scholars in attendance, is 186, divided among the several departments—Primary department, 56; C grade, 52; Intermediate, 40; High School, 38.

The studies in the High School include the sciences, Greek and Latin, and the teachers in all the departments are L. A Knight, principal; S. S. Knight, and Misses Bertherine Hosbrook, and Mary Huntington, assistants.

This school is entirely independent of the city schools, and affords facilities for study equal to any public school in the suburbs.

SOCIETIES.

Madisonville has a literary and musical society, which meets every Friday evening in the Odd-Fellows' Hall, and is known as the "Madisonville Literary and Musical Association." The membership is fifty-five, officered as follows: President, H. B. Whetsel; Vice-President, George W. Bain; Secretary, Mrs. Elizabeth Lumbeck; Critic, Dr. J. M. Walden, D. D.; Leader of Music, Wm. L. Perkins.

The Young Folks Benevolent Society of Madisonville, is another organization composed of young people from twelve to sixteen years of age. The two-fold object of this society is the literary and social culture of its members, and to provide for the poor. The society gives an entertainment every month, and has now for its officers, George B. Emerson, President; E. N. Hidden, Secretary; Thos. B. Hill, Treasurer; Leonard Walden, Manager; Frank W. Hill, General Ticket Agent. Among the members are the following named Misses: Lillie Stone, Lula M. Bates, Minnie Walden, Emma E. Peabody, Kitty Stone.

THE ODD-FELLOWS

Are a strong body in this village, owning the building in which is their elegant hall and the cemetery—in the eastern

part of the town; their property is estimated at $15,000. The membership is forty-one; of the Encampment, thirty-seven. The offices of the former are: Thomas Flinn, N. G.; E. A. Conkling, V. G.; A. Brown, Treasurer; John Black, Secretary. Of the latter, Foster Todd, C. P.; Wm. M. DeMar, H. P.; E. L. Muchmore, S. W.; William Ammerman, J. W.; George E. Stearns, Scribe; Anthony Brown, Treasurer.

### THE MASONIC FRATERNITY

Meet at their lodge, over the store of Sprague & Aikins, and reckon a membership of over thirty. This organization is in fine working condition, and is one of the most prosperous in the county. The following is the list of officers: J. A. Ward, W. M.; P. N. Hill, S. W.; T. A. Moore, J. W.; Wm. Brooks, S. D.; G. Ammerman, J. D.; G. M. Bacon, Secretary, and Anthony Brown, Treasurer.

### HISTORY AND ANNALS.

Though the records of the township have been kept at Madison, we have found it difficult to obtain much information regarding the early settlement of either town or township. The first record of township officers was made April 4th, 1803, when Samuel Sheppard was elected chairman, and James Murch, clerk, and James McKnight, N. S. Armstrong, John Seeman, and John Elliott, trustees. Two years afterward, the whole number of votes polled in the township, was thirty-two.

An act granting section 16 of Miami Purchase, for school purposes, passed the legislature January 27, 1809, and the following officers were elected on 3rd of April, of the same year: Trustees—John Jones, James Baxter, and William Armstrong; Clerk—Moses Morrison.

The town was then named MADISON, in honor of the President, who was inaugurated the previous month, and though the post-office of the place was afterward, (in 1826) named Madisonville, to prevent confusion in the mails, the town proper retains the original name of Madison.

Following closely after the record of town officers, are the records of leases, showing that the accruing rents were to be

applied to school purposes. These leases were drawn for ninety-nine years, the first being from John Jones, Felix Crossman and William Armstrong, on behalf of the town, to William and John Armstrong. Three years ago the last of these leases were canceled and surrendered to the State, and deeds exchanged; and while we were in the office, a question arose as to what disposition should be made of a sum of money received the same day, on account of one of said leases.

Town lots were laid out on the 10th of April, 1810.

The first election in the township was held in the old homestead, now owned and occupied by Eli Muchmore, then the property of his grandfather, Eli S. Muchmore. When Mr. Muchmore landed in Cincinnati, he had sufficient means to purchase the whole tract upon which it now stands, but fearing it would be a sickly place, he chose to purchase a tier of sections in adjoining townships.

During the early history of the township, it was customary to board the poor at the farm-houses, the pauper being sold at auction, to the highest bidder. Some of these bids we noticed did not exceed one dollar per week. It was also the province of the constable to notify strangers that were supposed to be in indigent circumstances, that the township would not be responsible for their support. The following we extracted from a record made in 1826: "An order to John Jones, constable, for warning B—— R—— and family, * * * * to depart the township; also, for warning five supervisors to attend to be sworn into office."

Among the annals may also be seen a book containing the records of the "ear-marks" for stock. These marks are represented in diagrams, which are accompanied with a key, and in 1791, numbered up to 170. The last record stands thus:

"Moses Osborn, having removed out of the township, his mark is transferred to Henry Lockwood; which mark is two slits in the right ear."

Madison was at one time noted for the number of its distilleries, which used to attract large gatherings from the

surrounding country, and be the occasion of much jollity and dissipation. Men would spend their time in gaming and with outdoor manly and unmanly sports, until the assembly would break up in a general Donneybrook fair.

Traces of the distilleries seem to have disappeared, which was accounted for on the ground that as soon as transportation for grain and pork was opened up, the corn that had been shipped in the compact form of whisky, brought higher prices in bulk and in pork.

Vestiges of the tanning business remain, one of which we noticed on a piece of ground recently purchased by Col. White.

Madison was also the home of several men who became distinguished members of the body politic. Among them we may mention Dr. Alexander Duncan, a well-known Member of congress, who disappointed his Democratic friends by stepping over to Free Soil. One who made his mark and his money in the insurance business, when there was money in it, was Lewis Clason, who was well known in Cincinnati. Madison was also the early home of James Whitcomb, who was afterward Governor of Indiana. Old citizens tell some amusing stories about the youth of this intrepid lawyer and statesman. One of these relates to his love for, and devotion to piscatory pursuits, which were so strong as to render him oblivious to the condition of his toilet. Linen would frequently display itself where it was impossible for one so abstracted to be conscious of it, and where its obtrusion was sure to excite the laughter of bystanders; but that circumstance did not interfere with his success as an amateur sportsman and an enterprising vender of fresh fish. He made money enough to buy himself books, and enable him to attend school, worked hard and studied harder; was a keen lawyer and active politician, and so literally raised himself from penury to the highest office of State. He afterward became a member of the United States Senate, where sickness overtook him and he died.

Cotemporaneous with the history of Madison, is that of the history of some of the surviving citizens, from one of whom,

William Moore, we received much valuable information. Mr. Moore is eighty-seven years of age, and bids fairly to approximate to the century He is a lively and intelligent conversationalist, and retains dates and events with remarkable tenacity. When examining the records we found him generally accurate, and noticed that he could repeat *verbatim*, the long forms and awkward phraseology of the early leases. He came from Virginia, and made Madison his home in 1811, when there were about twenty buildings in the town. At one time he kept a tavern, at another a country store, then he managed successively a brick yard and a nursery. He also seems to have made the circuit of all the town and township offices from constable to magistrate. As clerk, the books show that he made creditable records; as a citizen, his record seems quite as clear and creditable.

The oldest citizen is Samuel Earhart, who was born January 22d, 1784. Next to him is Esq. Isaac Giffin, born August 24th, 1785. Mrs. Hattie Ward is the same age as Mr. Moore. Mrs. Duncan, Ayres Bramble, Col. I. F. Waring and Timothy Maphet, are all respectively about seventy-five years of age.

During a pleasant interview with Mr. Bramble, many interesting facts were elicited regarding the early settlements, and some anecdotes, of which we can give only a few.

Mr. Bramble's father and family, with three other families, emigrated from Barnsville, Fayette county, Pennsylvania, in 1806, taking with them in their boat of twelve by twenty-four, a horse, a cow, and a "big black dog." The entire wealth of the company was represented in one hundred dollars of Spanish silver coin, and that was the property of Mr. Bramble. They arrived in safety near the mouth of the Little Miami, but the broken character of the land, and the sickly hue of the settlers, discouraged Mr. Bramble for the time being; so he waited by the river side for a passing keel-boat to take him back to his old home. While waiting in a state of uncertainty, a proposition was made to him to settle near the present site of Madison, which he accepted. Houses being scarce, he was obliged to take up his residence for the first six months, in an unfinished log church, which was

without doors and windows. That year a heavy snow storm was experienced about the first of October, which compelled him to seek more comfortable quarters.

It was an early winter, but 1806 was remarkable for strange freaks of nature. That year, February the 7th, proved to be the coldest day ever experienced in this latitude. Old settlers talk of it as cold Friday, in contradistinc tion to ordinarily cold winter days; and in 1806 was the great eclipse.

Mr. Bramble distinctly remembers his being present at the raising of the first log house in Madison, which took place in 1809, when he was ten years of age. The building was afterward used as a hotel, and was kept by Col. William Perry, from Kentucky, an enterprising citizen, who seldom allowed himself to be sober.

The following year, 1810, was remarkable for the tide of immigration that set in from the adjoining State, Kentucky. Thousands of the colored inhabitants, black and brown, abandoned their homes, swam the river, and landed on the fertile bottoms of Ohio. They came unarmed, without sword or spear, musket or ammunition, or other munitions of war than those bestowed upon them by nature. Immediately on landing they dispersed among the woods, prepared themselves log cabins, or built more temporary structures, and set up house-keeping. Nothing could be more peaceable than their intentions. No class of citizens could have been more active, industrious, frugal, or cleanly in their habits. But though as a class, they were conceded to be productive; in political economy they were ranked as nonproducers, and accordingly were doomed to suffer persecution. Then, every white man was a Granger. Middlemen had not yet found their way out West; so war was immediately declared against the intruders, and every man, woman and child arrayed themselves against these unarmed and inoffensive immigrants—war to the knife—bitter, relentless, exterminating war was waged, and speedily raged. From the township, the war sentiment extended to the county, from the county to the State, until the legislature actually passed a law for the extinction of the races, black

and brown indiscriminately. Every atrocity was then practiced and encouraged, and scalping commanded a high premium.—In 1811, the payment of taxes in *squirrel pelts* was legalized.

In 1811, was also the great earthquake, which rent the foundation of the first frame house built in Madison—one erected by Paddy McCollum, a man of note at the time. Whether the earthquake had anything to do with the act of legislature and subsequent slaughter, our informant did not say.

As might be expected, the schools of that day were not conducted with the highest degree of efficiency. Mr. Bramble's teacher was an Irishman, named John Wallace, who was intoxicated half his time, and would play ball with the boys half the balance. In proof of that Mr. B. said he attended school five winters before he got out of his "Abs."

Mr. Bramble was both a farmer and a trader in his boyhood, and sold corn and patatoes at ten cents a bushel in Cincinnati. Then property was equally cheap. School section sixteen was under lease to farmers and others, and the lease of a tract of forty acres of it was sold in 1810, for a ploughshare, then for a barrel of whisky, and afterward to Mr. Bramble for $60.

One of the early incidents of the settlement, was the killing of two of the citizens by the Indians. A brother of Captain Giffin, and a father and son named Paul, were out in search for hogs when discovered by the Indians, who gave chase, overtook Giffin and shot him, and afterward shot the elder Paul. Young Paul could have made his escape with little trouble, as the station was near, but anxious to save his father, he stopped in shelter of the trees, and with his rifle kept the Indians at bay as long as his father's strength held out. The latter finding escape hopeless, sent his son off, and resigned himself to his fate.

Another incident of a later date took place east of Madison, when the victim was an Indian. West of Madison was a station known as Nelson's, where were horses pasturing. A party of Indians on their way toward the hills, rode off

with some of these, one of which was hoppled. Nelson and others of the fort, made pursuit, but failed in overtaking any except the one on the hoppled horse, whom Nelson shot, when near the site of the present residence of Esq. Clason. There, the Indian was buried, and the circumstance turned to account by naming the place *Indian Hill.*

Esq. Clason says that many years afterward the grave was discovered by accident, and the jaw bone secured as a relic in his family. Judging from the relic, he says the Indian must have been a giant in proportions.

One of the few mechanics of the place was Jeremiah Brand, a plowmaker, and the best in the county. Brand was an industrious, honest workman, and a good citizen; and, even for the times, primitive in his habits and his wardrobe. He never wore shoes, and so contrived his nether garment that a single button sufficed to maintain it in its proper position. That button was alike remarkable for its size, brilliancy, and conspicuity.

In Brand's time a local law was enacted requiring every man attending meeting to bring his musket and ammunition, or pay a fine of one dollar. This was pretty hard on poor Brand, who was perfectly innocent of the use of firearms. What did he want with a musket when he was as fleet-footed as an Indian? But he went to meeting—was duly fined in his dollar, and as duly absented himself thereafter until the author of the objectionable law remitted his fine. Brand died in 1856.

Though esteemed a man of wealth, Mr. Bramble is not ashamed to refer to his humble beginning. Indeed, he seems to take peculiar pleasure in reciting the hardships and privations, as well as the amusements of those early days. He was married in 1828, to a daughter of Benjamin Stites, so well known in the early history of Hamilton county, and his housekeeping outfit consisted of a bed and bedstead, a pot and skillet, a barrel of flour and two hams. That he has made a good use of his opportunities, may be inferred from the fact that after sustaining heavy losses, his property is worth $150,000. An expert in pork, and a good financier,

he continues to operate largely in the business in which he has made so much money, and is one of the most active men on 'Change.

IMPROVEMENTS.

A substantial, if not an elegant improvement, is the residence of C. S. Ebersole. This is a handsome cottage, with high ceilings and roomy attic, and is located on a lot of ground that might be 100 feet square. The building is retired about half way from the front of the lot, and is approached by a walk covered with shells, and entered by a veranda. A large hall runs through the center of the house, and on one side of it a saloon-parlor of ample dimensions and a family room; on the other side are library, reception and dining rooms.

The hall is one of those spacious entries that bespeak hospitality, and makes the visitor feel at home. The ceilings are high and finished in elaborate stucco and plaster work, and the whole house is finished in a style of luxury, quite inconsistent with the humble name given to it by its opulent proprietor—The Log Cabin.

Mr. Ebersole is one of the old settlers of Columbia township. His father, Christian Ebersole, was a Maryland farmer, who settled near the mouth of the Little Miami, in 1802, and in 1808 erected the old homestead, now occupied by Thomas Brooks. Mr. C. S. Ebersole was born in 1799, settled in Oakley in 1843, sold out and located where he now is in 1871. He continues to hold the homestead property of 180 acres, besides several tracts of building property in Madisonville and elsewhere.

One of the most cozy old homesteads that we have visited, is the residence of Col. James S. White, seen in a northerly direction from the station, and distant from it about three squares. This edifice is known to be a substantial brick building, of some fourteen rooms, which has recently been modernized with projecting eaves and cornices, and is soon to have a full front veranda and bay windows. The house is a little retired from the street, and is entered by a portico. On each side of the hall is a parlor, which together would

make a saloon eighteen by forty feet. Sitting, family, and dining rooms, library, chambers, kitchen, pantry, etc., make up a *suite* that are finished and furnished in a style to meet the wants of a millionaire, or gratify the taste of a member of the Society of Friends. But the house, though a component part of the home, is not all of the homestead. Connected with it are fourteen acres of ground under careful and skillful cultivation, for more than as many years, and yielding in great profusion, fruit, flowers, and vegetables that the climate affords, besides choice plants and flowers not indigenous to climate or soil, are also essential components of this charming village home.

Of these fourteen acres, four consist of a vineyard of select varieties of grape in good bearing condition. An orchard of ten acres contains apple, peach, pear and quince trees of the best engrafted fruit. Blackberries, raspberries, gooseberries, strawberries, currants, occupy considerable space, while a few acres are devoted to the culture of vegetables, one of which continues to be monopolized by the tender asparagus, so eagerly sought after by the Colonel's friends.

Garden and orchard being located on a little promontory or a spur of Indian Hill, and sufficiently removed from the deleterious influences of the neighboring creek, are remarkable for their regular succession of yearly crops. The soil is loamy, and the banks of the ravines are watered by perpetual springs. On such a favored spot, gardening is not a difficult art, while skillful gardening is attended with the most gratifying results. As a member of the Hamilton County Horticultural Society, the Colonel has demonstrated this. Though seldom a competitor for prizes, his fruit and vegetables have secured the highest commendations. Having taken lessons from him in the flying cars, the writer can testify to his enthusiasm in the fine art of gardening, and to his having, like other enthusiasts, his specialty. Need we inform our readers on the M. & C. road what that specialty is? Who that knows him as a genial lover of good things, does not know that it is the culture of that more tender vegetable, the squash? He keeps the best seeds, grows the best crops, and feasts his

friends on the most luscious fruit of that peculiar vine. Not having dined with our friend, we can not state that the profusion of this article at dinner would be suggestive of Dean Swifts' grace at the table of the rabbit fancier, but with the substitution of one word and the omission of another, we opine the Dean's stanza would be quite apropos.

In floriculture, the Colonel does not profess to be an adept. That department of the garden is under the care and superintendence of the ladies, in whose hands its dimensions are so rapidly increasing, that less than a complete conservatory will not suffice for their purposes.

In conclusion, we may state that one of the attractive features of this desirable home, is its rural appearance, and the amount of shade and shelter for the choristers of the feathered tribe. Thousands of singing birds, make the air resonant with their cheerful songs, and fix their residence there, where shaded and protected from sun and intruders, they are free to live on the abundance of fruit and pure water that the place affords.

E. S. Emerson is the proprietor of a beautiful piece of property, on which is a handsome modern brick house, with verandas, bay windows, and an ornamental slate roof. This edifice stands on a beautiful rising ground, that overlooks the entire village and the country around. It is well retired from the street, and partially concealed by the large and thrifty evergreens that intersperse the lawn. The front is fenced with a broad well-trimmed hedge of osage orange, that admits of a clear view of the premises from the sidewalk.

Nearly opposite, is the residence of S. Faulkner, an elegant modern-built spacious frame building, with piazas. This house stands upon a gentle knoll, that gracefully descends to an ample front of 1,000 feet. An apple orchard, with a beautiful clean green sward on the west, a portion of the wide lawn on the east, and the garden and lofty and tasteful stable and carriage house on the south and in the rear. The walks are symmetrically laid out, and kept in exquisite order with roller and trimmer, and the whole place presents the appearance of ease and affluence.

The residence of A. S. Butterfield adjoins that of Mr. Emerson, and is fenced by a continuation of the same beautiful hedge, and located upon the same admirable knoll or rising ground. The house is a brick structure, with a portico in front and verandas surmounted with balustrades, and commanding extensive ranges of view. This house, and that of Mr. Emerson, are seen as prominent objects from the cars, but to be appreciated must be visited in front. Mr. Butterfield's lawn is wide and roomy, and contains, besides the evergreens, a number of fine forest trees.

W. L. Perkins owns another handsome building site, upon which it is his purpose to erect a substantial residence. The ground is high and undulating, and will be graded down to the street with a graceful descent.

Dr. Hill is the owner of the square brick building seen to the south of his drug store. The Doctor is one of the enterprising citizens who believe in spending money to make money. He has built two fine houses, one of them, that in which he conducts his business, and one east of it. He is also the fortunate holder of that handsome strip of property between Mr. Emerson's place and the station, or in other words, the old peach orchard opposite the station, and in front of his store.

Messrs. Cadwell, Tuttle and Blaney are owners of valuable property on the same street as Messrs. Emerson and Faulkner.

H. B. Whetsel has also a comfortable home close by the station; and near the bridge, west of the station, is the home of G. Tompkins—a remodeled house, on a well-located and handsome property.

### ENTERPRISING BUILDERS.

Perhaps one of the most enterprising citizens, and the one who has most largely contributed to the growing prosperity of Madison, is our unassuming friend, Louis Cornuelle. Mr. Cornuelle is a native of France, who has been long enough in this country to be identified with its institutions, and to adapt himself to the circumstances around him. His business is that of builder and a manufacturer of brick, besides

which he deals extensively in land and building property. At present he controls some 130 acres almost in the town, besides his being largely interested in other tracts. His course of procedure is to purchase a piece of ground that is eligible for a building site, erect on it a few houses, and sell to the highest bidder or perhaps to the first applicant. He is a good buyer and a far-seeing financier, and therefore, can afford to sell on liberal terms. His work is of the best quality, and always what he represents it to be. In another part of this pamphlet will be found a plat and description of his new addition to Madisonville. Mr. Cornuelle has had more or less to do in the erection of not less than seventy-five houses in the village, and besides several contracts at Oakley and elsewhere, is now constructing half a dozen more in his new addition.

Another enterprising citizen is Charles Kahn, also a builder, and the proprietor of the planing mill. Mr. Kahn has received much encouragement in his business, employs many hands, and is under contract for a dozen houses in the village. His department of the building business being chiefly that of carpentry, has more or less to do with other buildings, than those for which he is under contract.

COMMUTORS AT MADISONVILLE.

G. Tompkins, bookkeeper, 284 Sycamore street; S. Faulkner, Taylor & Faulkner, planing mill; Henry Doane, manufacturer of brackets; G. M. Bacon, commission merchant; George Hack, baker; J. Hack, baker; L. Bailey, surveyor, Farmers Insurance Co; Otis Hidden, Hidden & Lounsburg, cabinet makers' supplies; Calvin Hidden, bookkeeper; A. P. Copen, cooperage and cooper supplies; F. W. Langdon, office 234 Walnut; T. P. Hollenbeck, stencil and brand manufacturer; E. A. Conkling, Excelsior works; J. B. Shumard, painter; R. B. Conkling, Secretary Miami Insurance Co.; H. B. Whetsel, commission merchant; G. E. Stearns, attorney-at-law; G. P. Bassett, manager Clearing House; W. L. Perkins, Innes, Magill & Co.; W. B. Lumbeck, clerk M. & C. R. R.; G. S. Blaney, stoves and tinware; A. S. Butterfield, harness manufacturer; E. S. Emerson, R. Macready & Co., druggists; A. H. Hawes, printer; A. S. Oliver, printer; E. G. Niles, G. I. Niles, stove and range dealers; W. C. Morten, real estate agent; Jas S. White, attorney-at-law; W. C. Rogers, clerk; A K. Lawyer, wood worker; Jno. Cruger, clerk; A. G. G. Morten, real estate agent; Geo. A. Whetsel, commission merchant; H. I. Conkling, bookkeeper; J. Mathes, tailor; W. C. Rogers, shoe business; G. W. Hopper, telegraph operator; Alf Burnett, Jr.

telegraph operator; JOE SHUMARD, painter; L. P. MILLER, assistant secretary American Insurance Co.; C. AMMERMAN, mechanic; S. B. MYERS, M. BERNHEIMER, A. S. BUTTERFIELD, A. WAHL, E. W. WARD, E. F. BARKER, W. H. MARTIN, JACOB FRIEND, Mrs. S. B. MAYER, Mrs. M. BERNHEIMER, Mrs. E. S EMERSON, Misses WILCOX, MARY WHITE, KATY BUTTERFIELD.

Among the residents may also be named Rev. J. M. Walden, D. D., of the Methodist Book Concern, and Superintendent W. W. Peabody, of the M. & C. Railroad.

## INDIAN HILL.

This is the name given to the high land overlooking Madisonville. A tradition regarding the origin of the name has appeared under the chapter on Madisonville. Limited in time, we could not visit the settlers in this vicinity, but had the pleasure of passing over the new avenue leading from the Madison turnpike road near its intersection with the railroad. Passing up this avenue we noticed the thrifty apple orchard on either side, till the avenue changed to a northerly direction, and commenced to wind up the acclivity. The grade being easy, we enjoyed the walk, especially as it reopened to view the great landscape of the Columbia basin or amphitheater. True, we had, as we thought, seen all that could be noticed on this undulating everchanging plane. We viewed the country from Walnut Hills, Norwood Heights, Pleasant Ridge, Oakley and Madisonville, but from this point the scenery was entirely new. Everything was seen in a new aspect, and presented as a birds eye view. We had not reached the summit, yet Madisonville seemed to be at our feet. There were the three churches, the handsome villas and mansions, the orchards and meadows, the groves and forests and Mt. Lookout—all so near. And then to the left, the peaceful city, a beautiful green spot studded with columns and obelisks in the whitest marble. That is the Odd-Fellows' Cemetery.

Pursuing our way up this easy incline, we were struck with the contrast between the avenue and the old road. We had driven up and down that road under favorable circumstances, with a steady team, when it would have been much pleasanter to have gone on foot, so steep was the ascent, and

sudden the declivity. On this avenue the ascent and descent are alike easy, while the distance is not materially increased. This avenue, passing in its entire length of half a mile through the property of Mr. Cornuelle, is named after its projector *Cornuelle avenue.*

Arriving at the summit, we find ourselves in a romantic little grove of locust trees. A fairy abode where at night or early morn or eve one might imagine himself surrounded with elfs and satyrs and other spectres of the nether world. Rural, isolated, and yet with the animated villages at our feet. What a spot for a summer hotel! What a hospital for invalids—clear, pure, invigorating air, sun or shade, as choice might direct; a soft green couch, or green velvet carpet. Such is one lovely place on Indian Hill. There are doubtless many others.

## MADEIRA.

Commencing at an elevation of sixty-two feet above low water in the Ohio river, the M. & C. Railroad makes a rising grade until it reaches its greatest altitude at Madeira, an elevation of 320 feet. Passengers are thus landed at high and healthy locations, where there is a great amount of property available for building purposes, and the distance by rail is only 16 6-10 miles. A part of the village of Madeira was laid out in 1871, by J. L. Hosbrook and J. D. Moore, who immediately commenced building. Prior to this the place was known as a post town, having received its name from the directors of the M. & C. Railroad, in honor of their treasurer, John Madeira, who owned a large tract of land in the neighborhood. Near to the station, a part of the property is admirably adapted for the display of fine improvements and handsome lawns. On each side of the railroad, which here runs east and west, the ground gently slopes upward on a grade of three to five degrees, extending back a distance of about 100 rods. West of the station, the railroad is crossed at right angles by the Montgomery road that there merges into the Plainville road. On each side of the Montgomery

road running northward, the land is nearly level, and well adapted for building a compact town.

Crossing the Montgomery road at a distance of two squares, is the Sectional Line road, and one square south of the railroad, crossing the Plainville road at right angles is the Madison and Camargo turnpike road. These old established highways afford numerous building fronts, without subjecting the settler to the expense of grading and finishing new roads.

Over 200 acres of land situated within a distance of five minutes walk, is thus open for settlement in this new village.

NEAREST TOWNS.

Madeira is distant from Madisonville, by turnpike, nearly three miles; from Montgomery, about two and a half miles; from Pleasant Ridge and Miamiville, about three miles; Milford and Plainville, four miles; and Cincinnati, ten miles.

As the roads leading to these various places are not direct, we will not vouch for the accuracy of the distances. Some may be greater, while more will be less.

IMPROVEMENTS.

The improvements of Madeira are mostly of recent construction. Commencing south of the station, we notice the store building of Messrs. E. G. Muchmore & Son; a two-story brick, the second story of which is used for an Odd-Fellows' Hall. This building is on the west side of the Plainville road, and on the opposite side is the residence of the proprietors of the store—a brick and frame building of eight rooms, occupying a lot of one acre, that is planted with choice fruit trees, and has on it a capacious stable and barn.

South of Messrs. Muchmore's, and overlooking the railroad and station, is the ample residence of S. W. Rogers—a two-story brick building, with the usual conveniences of living to be found in the better class of suburban residences. This house stands in the center of a lot of two and one-quarter acres, which fronts on the Plainville and the Madison roads. It was one of the first improvements in the place, and nearly completed when Mr. Rogers took possession of it. A professional architect, Mr. R. doubtless selected this property

for its convenience to the railroad, and its adaptability for displaying a tasteful villa, which he hopes ere long to erect.

On the north-east corner of the Madison and Camargo pike and the Plainville road, are the residence and store of John Doanes, who is also the owner of thirteen acres of ground lying between the pike and the railroad.

South of this residence and store, on the Plainville road, is the residence of his brother, James Doanes, who has about eighty acres of property in the vicinity of the railroad. On the thirty-five acre lot on which his house stands, are a fine apple orchard, and one of the best vineyards in the county. The house is a substantial brick building of seven rooms, a little retired from the road, and partly concealed by a portion of his orchard. A two-story frame building with a veranda, standing east of the residence of Mr. Moore, is also the property of Mr. Doanes.

West of Mr. Rogers' is a neat, two-story frame building with a veranda, the property of J. M. Sparks. This house contains seven rooms, and is located on a rising ground overlooking the railroad. The lot contains one and one-quarter acres.

West of Mr. Sparks' on the opposite side of the road, is the residence of Robert Thompson. This is the neat brick building with a front veranda, seen from the cars as they approach the village from the city.

South of Mr. Thompson's on the Plainville road, is the residence of Raymond Smith—a frame building of two-stories with six rooms. A veranda on the south, a lawn with walk intersecting it and a thrifty garden, impart a cheerful aspect to this place.

Still farther south is the residence of Mrs. Mann, referred to in another place. This is a quaint old building, with a number of apple and pear trees that might be a century old—prolific old trees, one of which was so decrepit with age that it could not stand; yet when we visited the place it was profusely covered with blossoms in its prostrate position. Mrs. Mann's place is one of the oldest settlements in the neighborhood.

We now return to the railroad, and crossing to the north side, take in the residence of Joseph Rudolph—a two-story frame house of five rooms, on a lot 100 by 200 feet.

Next, eastward, is the residence of L. E. Johnson—a frame house of eight apartments and a veranda. Connected with the house is a tract of four acres, with fruit trees in good bearing condition.

W. H. Harrison, is the proprietor of the next improvement—a two-story frame with veranda. The lot to the house is three acres in extent.

The next edifice is the Methodist meeting-house—a frame building, thirty by forty feet erected only last summer.

Three neat little cottages, all new, are within a short distance of the station.

The most eastern house in the village is that of A. B. Johnston—a two-story frame house of six rooms, standing in a lot of three acres.

North of Mr. Johnston, is the residence of Mrs. Hetzler and family—a substantial brick building with portico. The property of this estate includes eighty acres of land, eight of which is in an apple orchard, besides which there are other fruits of various kinds on the place.

West of this place is the residence of S. K. Druse—a two-story frame occupying a lot of two acres, which is being improved as a lawn and kitchen garden.

A little south and west of this residence is that of Colonel Bond, whose house was burned down a few months ago. This property belongs to Mrs. Waldron, of Hamilton, who made the improvement as a good investment for surplus funds.

North of this is a new brick house of six rooms, on a lot of one and one-quarter acres. This is a nice improvement, and only recently finished.

West of this is the residence of Captain J. S. DeMar—a new two-story frame building fronting on the Montgomery road, above which it is sufficiently elevated to show the building to good advantage, and afford a nicely graded lawn, which has been neatly rounded to the sidewalk. The Captain has

done little as yet in the way of embellishment, but it is his intention to add to building and grounds, such improvements as will make his home both comfortable and attractive.

North and east of this place, is the old homestead of Mr. Muchmore, senior partner in the store at the station. This property consists of a brick house with outbuildings and thirty-five and a half acres of land, six of which are in vineyard and ten in orchard. Abundance of small fruit occupies garden and fence rows.

On the Madison pike, north of the railroad, and east of Moore's avenue, is the handsome residence of J. D. Moore—a brick building with a veranda. This house is located on a tract of six acres, most of which is covered with an apple orchard in fine bearing condition.

South of this is a two-story brick building, the property of J. B. Mann, who is also owner of a farm of thirty acres surrounding it.

Adjoining the property of Mr. James Doanes, is that of John Ware, consisting of fifty acres of well improved land, with fruit in abundance. Mr. Ware's place has all the appearance of comfort and convenience. Some years ago he was in quite straightened circumstances. Nothing seemed to prosper with him, and he had to work at the roughest employment for the lowest wages, but fortune at last smiled upon him, putting him in possession of a legacy of $100,000, bequeathed by an uncle in Scotland.

Beyond Mr. Ware's, on the Plainville road, is the residence of James DeMar, one of the old settlers, whose son, Captain J. S. DeMar, resides near the station. Mr. DeMar is seventy years of age, was born in Maryland, and has lived in this vicinity most of his life.

Colonel Waring is another old citizen, who is the owner of property on the Plainville road. Most of his time was formerly devoted to grape culture, for which he acquired considerable distinction in the Hamilton County Horticultural Society. To the Colonel belongs the credit of developing that popular variety of grapevine known as *Ives Seedling*, and first named *Madeira Seedling*. This variety was propogated

by a Mr. Ives, of Warsaw, west of Cincinnati, from seed that was supposed to come from Madeira, where the variety was known to have grown. Colonel Waring understanding its fine properties, placed it on the market, and conceded to Mr. Ives the honor of its name.

On the Milford road, about a mile and a half from the station, is the elegant residence of James Thompson—a gothic brick building of ten rooms and a hall through the center, all finely finished; and a front veranda surmounted by a balustrade. Handsome barn, stable and carriage house, an endless variety of fruit, and twenty acres of ground, make Mr. Thompson's home one of the most desirable on the road.

Mr. Thompson is the well-known manufacturer of belting, whose place of business is near the M. & C. depot. One of the first, if not the first commutor on the road, he is a warm advocate of the line, and an ardent lover of suburban life.

West of the railroad, and sufficiently near the station to be considered in the village, are the residences of Leonard Fowler and J. L. Hosbrook, both enterprising public spirited business men, well and favorably known in the north-eastern suburbs. The houses of these two citizens are on each side of the Section Line road, that intersects the Montgomery road. Both are retired from the front and embowered in foliage. A great abundance of fruit enriches these grounds, and remains of the forest form a picturesque background to these settlements. Mr. Fowler's land reaches down to the railroad, and near to the station, being bounded by the railroad on the south, and the Montgomery road on the east. Most of the land seen from the cars has the appearance of a large lawn constructed by art, with gentle inclinations toward the two boundary lines just mentioned. The extent of the place is fifty-six acres.

Mr. Hosbrook's place consists of 100 acres, well adapted for building purposes, extending as it does to within two squares of the station.

Next to Mr. J. L. Hosbrook's farm, is that of Mahlon Hosbrook, who gives special attention to fruit, and has what is rare even in this fruit country, an orchard of pear trees.

East of Mrs. Hetzler's place, is the home of Thomas Stevens, Jr., whose father lives close by. This is a cozy place, with two large barns and other outbuildings. Fruit and flowers seem to grow spontaneously.

### SOIL AND WATER.

The soil in this vicinity is the usual yellow clay and limestone, well adapted for fruit and grasses. Some eight feet below the surface, at the station, is a stratum of sand and gravel, and at a depth of fifteen feet an inexhaustible supply of pure water, with comparatively little impregnation of lime. The abundance of the water supply has made Madeira the stopping place for locomotives to get replenished.

### THE DRIVES.

Though there are as yet no macadamized roads near Madeira, there are several delightful drives, east, west, north and south. The principal of these are the Montgomery road, Moore's avenue, Madison pike, Milford road, and the road to Plainville; besides numerous roads that intersect and open up the country in all directions.

### SCENERY.

Madeira is more noted for the variety of its scenery, than the extent of its landscapes. Looking at the slopes from either side of the cars, they present quite a picturesque appearance. Numerous orchards cover much of their extent, which, with the green turf of lawns and pastures, are desirable objects for the eye to rest upon.

On the higher ground, north and south, the view is more extended, admitting to the range numerous farms, with fields of grain, broad meadows, groves and orchards.

Like other parts of this table land, the surface is undulating. In most places knolls abound, with here and there a plateau extending into a broad meadow, or covered with a dense forest. Along the highways are numerous orchards, rows of plums and cherries, and groves of native woods.

At the distance of a mile westward, a magnificent landscape presents itself, including in its range, the great basin so often referred to, with glimpses of the broad river and the

steamboats that navigate it. Here, and all around this pretty little village of Madeira, the surroundings are strictly rural. Excepting the noise of passing locomotives, the scene is calm and quiet—just what is wanted to soothe the perturbed feelings of the city care-worn business and professional man.

### CHURCHES.

As yet, there is but one church building in Madeira, and that is the Methodist Episcopal meeting house. Services are held in this house every two weeks, the preachers being Revs. Euans and Lever.

The Presbyterians are not yet sufficiently strong to undertake the erection of a church, so they meet once a month under the leadership of Rev. Thomas Cortelyou, of Montgomery.

### SABBATH SCHOOLS.

The Sabbath Schools in this village are well attended, and under efficient management. The first school established was a Union one, representing the various denominations. After the completion of the Methodist meeting house, the members of that church opened a school of their own, which is now under the superintendence of John L. Hosbrook, and is held in the afternoon. The Union school which is held in the morning, is superintended by Captain DeMar.

### DISTRICT SCHOOL.

A little west of the village, is the house in which is held the district school, under the direction of J. M. Tingley. Mr. Tingley has had charge of this school for seven years, during which time he has produced excellent results; his scholars having taken advanced positions in the higher schools to which they were transferred.

A movement is on foot to erect a fine school house in a more central position, during the present summer.

### A PRIVATE SCHOOL

Is also in operation, under the direction of Miss Clara Stickney, who has been preparing herself to fill such a position for some years.

This school is strictly a primary one, being composed of children who are too young to be sent to the district school.

SOCIETIES.

Madeira has an Odd-Fellows' Lodge which meets in the hall over Muchmore & Son's grocery. The membership of this lodge is large, compared with the size of the village, numbering as it does thirty-seven. The following are the officers: D. A. Warner, N. G.; J. B. Mann, V. G.; W. G. Cheney, Recording Secretary; E. G. Muchmore, Permanent Secretary; R. B. Isdell, Treasurer.

The Madeira Lyceum, is another society that is well sustained, holding its meetings weekly, and giving occasional entertainments. The membership is sixty, and the officers: William Cheney, President; Frank Hetzler, Secretary, and James Ganes, Treasurer.

BUSINESS AND INDUSTRIES.

As yet, there is little to report under this head. The principal business is that of store keeping.

General Store—E. G. Muchmore & Son, near the station; John Doanes, Plainville road and Madison pike. Post Master—E. G. Muchmore Station Agent—E. G. Muchmore. Agent for Royal Insurance Co—E. G. Muchmore. Lumber and Coal yard—W. J. Heddlesten. Blacksmith and Wagon maker—R. B. Isdell. Carriage and Wagon maker—Jesse M. Sparks. Barber—D. A. Warner. Telegraph Operator—Pat Rowan. Shoemaker—Fred Leman. Meat Stores—William Richardson, Wm. Doanes. Broom Factory—William Richardson. Builders—J. D. Moore, D. S. Hosbrook. Carpenter—W. J. Heddlesten. Engineer at Water Tank—D. A. Warner. Plasterer—J. F. Clephene.

FREIGHT AND PASSENGER FARE.

Freight per car from Cincinnati, $14. The car carries 20,000 pounds. Commutation tickets are $6 per month.

BUILDING AND BUILDING MATERIAL.

Madeira is one of the cheapest and most accommodating places on the line of the M. & C. road to obtain comfortable homes. Building material is low: brick, $8 to $9; lumber at the cost of freight over city prices, or those at Saginaw, when bought in large quantities; labor same as at Madisonville. Brick or frame houses can be built for $250 and upwards per room.

FUEL AND FOOD SUPPLIES.

Coal can be had at city prices. The M. & C. Railroad is noted for the quantity of this article that passes over it to the city.

The two groceries and the meat shop supply the citizens with most of the groceries, flour, fresh and salt meats required; besides which, passengers on the cars can carry baskets of marketing, etc., without extra charge.

PRICES OF PROPERTY.

The range in the prices of property is from $300 to $800 an acre, within five minutes' walk of the station, and $3 to $5 per foot, for the choicest lots.

HISTORY, ANNALS AND TRADITION.

Before Madeira received its present name, the settlement along the western borders of the high land, and two miles eastward, was known as Indian Hill. Most of this tract belonged originally to John Cleves Symmes, who sold out tracts of various sizes to actual settlers.

One of the first buyers was John Jones, grandfather of the late Daniel Jones, who purchased two or three tracts in 1795; another was David Black, who in 1796, bought 320 acres for $213.

Lewis Woodruff purchased a large tract, and leased it out in ten acre lots, for a term of ten years, on the condition that the party would clear the ground, erect a cabin and plant an orchard. This resulted in a pretty general clearing, and the introduction of fruit as an element in farming.

Few of these tenants remaining, the land was afterward sold to larger holders, who introduced a better variety of fruit and an improved system of farming.

One of the early settlers, who was known to some of the survivors, was David McGaughy, and another was named Boltzelle, (pronounced Poltzer) whose daughter, Mrs. Powell, is still living. In the time of these men, the country was infested with wild beasts. Wolves and panthers were troublesome, showing a great liking for young pigs. Deer were

troublesome in the spring, by herding on the young wheat. Bear hunts were not unfrequent, and buffalo hunts a rare treat.

One of the survivors with whom we have had the pleasure of an interview, is Mrs. Druse, relict of William Druse. Mrs. Druse is seventy-two years of age, and is a daughter of the late Samuel Kitchell, an extensive and enterprising farmer and fruit grower, and the propogator of the choice variety of apple known by his name.

Mrs. Druse's aunt, Mrs. Kennedy, was the first child born in Cincinnati. Though the owner of a farm of ninety-six acres, Mrs. Druse prefers to reside with her son in Madeira.

Still another of the old people was the late Major Mann, husband of Mrs. Mann, who now lives on the old homestead. Major Mann was one of the stockholders of the Madison & Camargo Turnpike Co., and did much to aid the road. He was a public spirited enterprising citizen, and died in 1861.

Mrs. Mann is now seventy-two years of age, and an invalid, suffering from palsy. She remembers the fathers and grandfathers of some of the oldest inhabitants, and related several incidents regarding them. Among the names she mentioned were those of David Black, Daniel Schenck and John Jones, grandfather of the late Daniel Jones. Her birthplace is almost within sight of her present home. Near to her is one of her sons, whose wife seems to exercise a kindly care over the old lady. One of her daughters is the wife of the enterprising builder, Mr. Moore.

Mrs. Mann's sight is good, her voice clear, and her hearing perfect, and, until recently, her memory was quite retentive. She has been a member of the Methodist Church for thirty-five years.

An old settler in this neighborhood, is Thomas Stevens, senior, familiarly known as old Tom Stevens. We had the pleasure of calling on the old gentleman, and found him engaged in reading his Bible—perusing the Psalms of David. Mr Stevens was pleasant and communicative, though he could think of no incidents in the history of the place, worth mentioning. He is in his seventy-eighth year; was born in Oxfordshire, England, and came to this country when

he was twenty-two. He remembers 'Squire Clason, Oliver Jones and Joe Mann, and Jacob Hetzler.

Mr. Stevens owned 200 acres of land, which he has divided among his children. He now lives with his daughter, Mrs. Nelson, wife of James Nelson, whose place is near Allandale. Like Mr. Ware, Mr. Stevens has been the recipient of large sums of money from Great Britain.

Daniel Hosbrook, grandfather of J. L. and Mahlon Hosbrook, was among the first settlers. In his time the woods were almost impassable. Having occasion to go to Columbia, the nearest town at that time, for salt, he missed his way when within a few rods of his home, and was frozen to death.

Daniel Hosbrook, his son, and father of J. L. Hosbrook, was several times a member of the legislature, and the first sheriff of the county. He spent his early life in teaching, and Mrs. Druse claims to have been one of his scholars.

An incident in his history as a teacher is worth mentioning. Like many of his profession in those days, he was "barred out." Finding himself on the wrong side of the door one morning, at the time school should have been opened, he suspected mischief, and after ineffectual attempts to gain an entrance, began to parly with the enemy. A council was proposed, but indignantly rejected by the occupants of the stronghold. Nothing short of an unconditional surrender and an indemnity of "apples and cider" would be accepted by the belligerents on the other side. Determined to regain possession, the governor issued a manifesto, which resulted in bringing over to his side one of the ringleaders, named Haywood and his ring. Encouraged by this success, he nailed down the windows securely, fastened the doors and covered the chimneys. The result will be conjectured. The magnanimous victor stood the treat, and cured the boys of a bad custom.

COMMUTORS.

**James Thompson, belt manufacturer; Robert Thompson, clerk with James Thompson; S. W. Rogers, architect; Captain James T. DeMar, attorney-at-law; L. H. Bond, attorney-at-law; L. E. Johnson, attorney-at-law; H. S. Swain, bookkeeper; Joseph Rudolph, shoe manufacturer; Joseph Walters, retired merchant.**

ADVANTAGES.

In closing this chapter on Madeira, it may not be amiss to call attention to the principal advantages it affords to settlers, and

1. We may state that its elevation is highly conducive to health, almost securing for it immunity from epidemics. Cholera has never reached the place, and scarlet fever is almost unknown.

2. The existence of genteel, intelligent society, with no leaning to what is known as fashionable society.

3. The convenience of stores, schools, churches and benevolent and literary societies.

4. The cheapness and convenience to the station of building property, which, with improvements, can be had on favorable terms.

5. The number of towns within a radius of four miles, and its being

6. The great fruit growing region of Hamilton county.

## ALLANDALE.

One mile east of Madeira, on the M. & C. road, is Allandale station. The only residences at this place are those of Mrs. Stickney, Dr. Wilson and Robert Armstrong. Engaged in business in the city, Dr. Wilson can not attend to his place, and accordingly his house is occupied by a tenant. On the Doctor's little farm we noticed a healthy vineyard, which produces large quantities of grapes. His method of training is to put down stakes several feet apart, and stretch wire along the rows. Little labor is then required to tie up. He owns seventeen and a half acres of land.

Mrs. Stickney's residence is south of the station, and has connected with it thirty-three and a half acres.

Mr. Armstrong's home is a handsome cottage, situated on the turnpike road or Madison pike. It is on an elevation, a little retired from the road, and has attached to it a fruit and vegetable garden. His farm is eighty acres in extent, and is better adapted for building than for agricultural purposes.

The commutors are Frank Churchill, Misses Blanche Stickney, Martha Keller, Rosie Frie, Jennie Stickney.

About half a mile farther east, is the commodious residence of Aaron Bonnell—a handsome two-story frame building, with garden and outbuildings, adapted to the wants of a large farm of 182½ acres.

A short distance farther on the pike, is one of the most complete little school houses we have seen. The building is a one-story brick, twenty-five by fifty feet, with a belfry and a vestibule. The interior consists of one large room with a high ceiling, good light and ventilation. A great extent of blackboard surface, indicates the appreciation of the improved methods of teaching.

This handsomely finished house, is heated with a furnace, that occupies a large basement, thus securing a handsome, unincumbered schoolroom of equable temperature.

The school numbers fifty-two enrolled scholars, and is under the charge of Mr. Charles Earhart. The directors are A. J. Buckingham, W. T. Keller and J. E. Rude.

A little distance from the school house, and about one and a half miles from the station, is the home and farm of W. H. Fry, son of Mr. Fry of Oakley, who, like his father, is an artistic wood carver. Mr. Fry, though comparatively a young man, has a large family, which has something to do in disposing him to farming pursuits.

Strictly domestic in his habits, and rural in his taste, he prefers farming to shop work, and only enters his father's studio when the farm does not need his services. Mr. Fry was the main reliance of his father, in prosecuting the decorations of Mr. Joseph Longworth's elegant house. His farm is sixty acres in extent.

Between Allandale and Camp Dennison, is the home of Frank Churchill, an early commutor on this road, and a gentleman whose ability as an elocutionist, is known to an extensive circle of friends.

North of the school house, is the homestead of W. T. Keller—a substantial brick building, standing well back from the road, and affording a large lawn, which is utilized with

innumerable fruit trees interspersed among the evergreens. The barns and stables are arranged for convenience, and on a scale suitable to a farm of 206 acres.

Mr. Keller is a successful farmer and fruit grower, having one of the finest vineyards in the State, and abundance of apples and other fruit.

The location of the homestead and farm are admirably situated for landscape views. North, east and south, the varied surface presents the most pleasing scenery. Dipping toward the river on the one side, and the Sycamore creek on the other, and then rising with gentle slopes beyond, the landscape is unusually fine.

Mr. Keller's farm extending down to the track of the M. & C. Railroad, suggested the idea of a road from the Washington School House or Miamiville, to Montgomery village or turnpike. A company was therefore formed consisting of Dr. Dawson, Mr. Keller and others, who obtained a charter for constructing a turnpike road, which should intersect the railroad half a mile north-east of Allandale. That road is now in course of construction, and will probably be finished the present summer.

At the intersection, the ground has been laid off for a station, which ere this is read, will probably have a house upon it. The place will then be known as

## OSERO.

Osero is located about half a mile north-east of Allandale, where the railroad makes a down grade along the bank of a branch of Sycamore creek, and enters the forest. The creek is tortuous and rocky, and the dense forest casts a deep shade upon the line of the road. A stretch of a quarter of a mile of level, straight road at this point, is as completely shut out from the busy world, as if it were located in the back woods. The vale is still and cool in summer, and romantic in the extreme—a place for a quiet chat, a solitary ramble, for reverie, where nature can be studied in her more subdued forms, where only singing birds, the hum of insects, the

puff of locomotives, or the occasional noise of passing trains breaks in upon the stillness of the scene.

Winding up the new pike, we find we are on a broad avenue, with young and thrifty trees of shade and ornament. On either side the ground rises gently up to numerous handsome building sites, till the summit is reached. Here the landscape broadens, woods and orchards and meadows abound.

We are on the table land, where the eye can scan some fifteen or twenty miles of such delightful country. Near by is the village of Montgomery; not far distant is Madeira, and yonder on the Miami, are the buildings of the Paper Fabrique Company. At the summit, the road forks, the new, taking the direction of the Montgomery turnpike road, which it reaches at the distance of half a mile west of the village, and the other leading to Allandale and Montgomery village.

The extent of the lands west of the road is a little less than 190 acres, sixty of which belong to John F. Follett, attorney-at-law, and the balance to Dr. Dawson.

East of the railroad, the property belongs principally to Mr. Keller, and consists chiefly of forest with all varieties of native woods. Along the line of the railroad, the land is composed of a series of knolls and ravines, that would come into requisition for building lots of one to five acres. The abundance of dense forest would enable settlers to retain choice trees for shade, shelter and ornament.

## MONTGOMERY.

Montgomery village is situated in Sycamore township, at a distance of only twelve miles from the Court House, and a mile and a quarter from Montgomery and Osero stations by the proposed roads. This village is one of the oldest in the county, its settlement being nearly cotemporaneous with that of Columbia. Though so long settled, it contains a population of only 500.

As might be expected in a place of such slow growth, many of the buildings have a dilapidated and primitive appearance, though several good improvements are scattered here and there throughout the town. Springing up, as it

did, on the old State road between Columbia and Chillicothe, the oldest houses are to be found on Main street. When the turnpike road was established, the State road was straightened, leaving Main street out of the line of travel, and giving to the part of it which passed through the village, the name of State street. Prior to that, additions were made to the town by Ludwick Weller, Joseph Taulman, Eli Duskey and Daniel Hayden. The town was then quite an important place, and a promising settlement, as may be inferred from the fact that a piece of ground was laid off for market purposes. The town was a stopping place for teamsters as they passed back and forth from the city. Reaching Montgomery on their way from the city and *vice versa*, they remained there over night, and spent considerable money in the taverns.

The streets opened by the additions were Main, Weller, Sycamore, Broadway, Stewart avenue, Taulman avenue and Mechanic street.

Approaching the village from the city, we enter upon high rolling territory, over which the road gracefully winds till it nearly reaches the center, where its direction continues straight.

Near the center of the village, geographically, is a ravine, on the sides of which are orchards and gardens, that in summer impart to the place a rural appearance. The little hill on the other side brings the traveler to the more thickly settled portion, where one of the first objects that strikes his notice is the village forge—Mr. Mullen's blacksmith shop.

### IMPROVEMENTS.

As already intimated, there are not many fine improvements in Montgomery. For many years not a single house was erected. Even after the completion of the M. & C. Railroad, there was no disposition to add to the number of the houses, or to improve those already built. But a change for the better came over the place and the people some two years ago. The town was visited by city people, who admired its scenery, its rural aspect, its quaint old buildings, its substantial streets and sidewalks—its completeness as a

settlement. Here, they found old established churches of three denominations, with good congregations, a district school with three departments, stores, shops, workmen, abundance of fruit in every garden and orchard, the greatest variety of drives radiating and intersecting in every direction, bringing into view large farm settlements; elegant farm houses, that evince taste, thrift and prosperity; and here, they found this beautiful little village—nestled, as it is, amid the woods and orchards that cover one of the highest points in Hamilton county—was only a mile distant from the railroad, and twelve miles from the Court House! What a beautiful place for those who do not like the isolation of country seats, and yet want to enjoy the pure air, wholesome food, and freedom from the care and noise and bustle of the city!

Only a mile in a straight line from the railroad, and yet, the town lying dormant! A village of 500 inhabitants, only twelve miles from Cincinnati, and land on the verge of the town offered at $200 an acre!

The city people understood it. They had spent half an hour on a rough road in getting from the station to the village, when they should have made the distance in fifteen minutes at the farthest. There were also a few villagers who understood the matter, and soon sentiment was made in favor of a direct road to the station—one with a single hill of easy grade. The site was viewed and the road recommended, but the feeling of opposition to improvements and to the railroad prevailed, and the grant was not made by the Commissioners. But enterprise was aroused. People began to improve their property, and others began to build. Mr. R. Smith, clerk at Fairbank's Scale warehouse, erected for himself, a pretty two-story house on a lot of ground, the property of his wife. William Smethurst built another handsome home, George Crane another, John Mullen another, F. H. Hinghaus another, Isaac Cameron raised his cottage to a two-story house, making the exterior all new. The demand for lumber called for a saw mill; and one saw mill suggested another and still another. Then the farmers began to cut down timber, and to get it sawed; sawing was so cheap.

Having plenty of lumber, they built stables and barns and new residences.

Now, the old village that a consulting board of physicians pronounced as dying of senility, has revived, is rejuvinated, and only awaits the completion of the new roads to the station to stand among the flourishing towns on the M. & C. Railroad.

While writing about improvements, we may state that application has been made to the County Commissioners, for a road that will connect Montgomery with Montgomery station, and another that will connect with Osero, the new station. Either of these roads will give a good grade, and shorten the distance to ten or fifteen minutes' travel. That both will be granted there is little doubt, but whether both will be built will depend upon the parties through whose land the roads have been surveyed.

One of the most handsome improvements in Montgomery, is the residence of Mrs. Hieatt, on State street. This is a pretty villa, standing on a beautiful knoll, and sufficiently retired from the street to afford a spacious lawn. The house is modern in style and finish—a two-story frame with veranda and numerous apartments. In the rear are stable, carriage house, ice house, and around the place abundance of young fruit.

Another handsome house, at the entrance to the village by the turnpike, is that of Foster Todd. A very tasteful building of medium size, and standing well back from the road. Mr. Todd continues to improve his premises, and will doubtless have one of the handsomest places in the village.

Mr. Smith's house has been referred to. It is also a medium sized two-story frame, such a one as every young married man in his circumstances ought to own. Young men who would commence married life aright, ought to seek counsel of Mr. Smith, who can satisfy them regarding the advantages and disadvantages of city and country life.

Opposite Mrs. Hieatt's and Mr. Smiths' are two spacious dwellings, belonging respectively to Mrs. Kennedy and Mrs. Graham. These homes have abundance of shade and fruit trees in the gardens and yards

On the corner of State and Mechanics streets, is a substantial brick building, used by Richard Parrott, for business purposes. The building is large and well stocked with groceries, dry goods, hardware, drugs and medicines, paints and oils, boots and shoes, hats and caps, and almost everything in constant demand by villagers and farmers. Next to it is his residence.

On the same side of Mechanics street, is a large brick building, the residence of P. M. Bowen. This is valuable property, and has surrounding it a garden with fruit and shade trees.

Nearly opposite, is the residence of Dr. William Jones. Seen from this side of the street, this house presents an imposing appearance. The front is an approach to the gothic style of architecture, with a tasteful veranda elevated several steps above the level of the street. A wide central hall leads to a spacious parlor and the family room, which have full length windows. The house contains twelve rooms including basements.

Dr. Jones has other property in the village, and a fine fruit farm near to the school house, where he is about to commence improvements.

Opposite Mr. Parrott's on State and Mechanic streets, is the Masonic and Odd-Fellows' Hall, and under it the meat and provision store of the Blair Brothers. There are several other buildings on State street worth mentioning—one, a fine brick building, the property of Eli Dedrick, in course of construction. Then there is the home of the Rev. Thomas Cortelyou, on the corner of Sycamore, and the new buildings of Messrs. Smethurst, W. Willis, John Todd and William Blair.

At the extreme end of State street, where it merges into the pike, is the district school house, a modern built brick house, with four rooms, high ceilings, and entered by a vestibule. This house stands in the center of a large yard planted with shade and ornamental trees. Like most village school houses, it is surmounted with a belfry.

On this street is also the meeting house of the Universalists, a brick building, with cupola and portico, supported by massive brick columns.

On Sycamore, west of State, is the Presbyterian meeting house, a substantial brick building with a tower. The interior of this structure is a single room with high ceiling, from which is suspended a neat chandelier. The room is airy, well lighted, and in excellent condition—comfortable no doubt, to those accustomed with the old fashioned upright backs to the pews. Whether sloping backs and soft cushions would contribute to the attentiveness of the congregation is questionable. The upright position is certainly not favorable to napping.

Diagonally from Mr. Parrott's store, is that of Daniel Dreyfoos, who does a close cash business, and is not justified in keeping as large and varied a supply as his neighbor. Still he seems to be well sustained.

Passing down Mechanic street, toward the station, is an apparently new frame building that seems to obstruct the street. The architecture and some of the surroundings of this house take us back to fifty years ago in the country, when roofs were half mansard without dormer windows or cornices.

The house is substantial and comfortable for a large family, has a central hall, nine rooms and summer kitchen, and is as new as it looks, except that the frame of the old building that occupied the site being sound oak was retained, which accounts for the peculiar appearance of the new. Dilapidated buildings and crowding shrubbery that formerly occupied the yard, have given way to a croquet ground and a parterre, which are flanked by a thrifty fruit garden, and adjoin the kitchen garden.

Several hundred feet of building property extend from the house, and the balance of fifty-two acres of agricultural land, orchard and woods, make up the extent of the place.

Opposite these grounds is the residence of Mr. G. Crane, referred to, and east of it that of Isaac Cameron, who a year

ago raised his cottage to a two-story house, making the exterior all new.

Between these is the Methodist meeting house, a frame building, with a large and awkward looking, but a merely temporary belfry in front. This belfry was built last summer to receive a large bell weighing 1,000 pounds, the gift of John K. Green. Some of the trustees favoring the construction of a better house before long, preferred to place the belfry where it is.

A handsome house, lot and stable, not far from the church, belongs to Mrs. Cruger. This place has a frontage of 200 feet, and is quite attractive in appearance.

Farther toward the station is the new residence of F. H. Hinghaus—a two-story frame building, built during the past year. This house indicates the thrift of the proprietor, who is an enterprising farmer, and in the six or seven years of his residence here has made farming pay. He has strong faith in deep culture, thorough manuring, and promptitude in getting every crop out and in just at the right season. Farmers who would follow his example in this respect, could make farming a paying business.

About half way to the station by the present road, we come to the most complete residence in this vicinity—the home and mansion of John K. Green. This handsome building is situated some distance on a falling grade from the road, and is not seen to good advantage, but as we approach it, we find it is a noble brick structure with verandas on front and sides, and is surmounted with an observatory. This property formerly belonged to Captain Barker, of Cincinnati, who erected the building for a country seat, but Mr. Green has remodeled and enlarged it, and is now fitting up the interior in a style to correspond to the exterior. A furnace will heat the building, and water will be supplied to every room.

The building is located in the center of a lawn, that is interspersed with choice fruit trees. Near at hand is a new stable, carriage house, etc., and adjoining, a large orchard of apple and pear trees.

Though it does not occupy the highest point in this vicinity, the observatory of this house commands one of the finest views to be found in the vicinity of the Little Miami—the beautiful curving hills and knolls, all bending downward toward the river where it makes an elbow directly in front of the house, and runs eastward. There, is the penciled line as seen by the feathery mist for a couple of miles, and yonder the long bridge at Miamiville, that spans the broad river at that place. Mr. Green can see all over his own place of seventy-eight acres, and much of his neighbors' places as well.

Between Mr. Green's place and the station, is a large brick, the property of H. Mummert, who is a non-resident of the township. This is on a beautiful piece of building property.

The adjoining farm northward, belongs to Albert L. Smyth, is seen to advantage from the train running west. It is bounded on one side by the village road, and lies on the Sycamore creek, from which it slopes gradually upward, and commands a view of the river not far distant.

Some of the property in the vicinity of the village is held by city men, whose names have not been mentioned. A large farm of 100 acres is the property of Mr. Lang and wife. Mr. L. formerly kept a grocery in Cincinnati, and has been out here several years. His residence is on the turnpike and nearly new.

On the opposite side of the pike is the home of the Mitchell family, a farm of 160 acres.

Adjoining the school house lot is a small farm, the property of A. C. Richards, the furniture manufacturer, who some time ago thought of making the place his home. It is an attractive building site, and close to the town.

Another splendid building site, is on the farm of George Crist, at the south-east end of the town. The farm is about seventy acres in extent, including a small forest, and a variety of young fruit trees.

BUSINESS AND INDUSTRIES.

Two General Stores—Richard Parrott and Daniel Dreyfoos. Two Meat Stores—James & William Blair, and Minard McKinney. Hotel—J. W. Sage. Saddle and Harness Shop—J. C. Riker. Three Blacksmith Shops—James Mullen, Jerold Cooper, Jabez Bowen. Two Wagon Makers—P. M. Bowen, and ——— Crane. Four Carpenters—A. D. Parrott, Eli Dedrick, White Miller, Isaac Cameron. Three Bricklayers and Stone Masons—John Crane, George Crane and Lloyd Irwin. Two Brickmakers—William Smithurst, James Ayres. Three Saw Mills—two steam—one W. Willis' circular saw; P. W. Bowen, upright saw; A. D. Parrott, horse-power circular saw. Three Painters and Paper Hangers—Foster Todd, C. E. Holden, Theodore Todd. Two Dress Makers—Mrs. Riker, Miss Bonnell. Land Agent, Note Broker, etc.—Richard Nelson. Omnibus Line—H. L. Karr Barber—Jonathan Harris. Two Shoemakers—Lloyd Smethurst and Wm. Schuh. Auctioneer—John Mullen. Professions—Clergyman—Rev. Thomas Cortelyou, pronounced Cor-tel-you. Physicians and Surgeons—Dr. William Jones, Dr. Naylor, Dr. I. N. Jones. Teachers—William Swain, Miss Cortelyou, Miss Castner. Clerks and Bookkeepers—R. F. Smith, C. M. Jones, David Kennedy.

FUEL AND FOOD SUPPLIES.

Fuel can be purchased at the station at about Cincinnati prices, and by the car-load at cost plus the freight, which together made it last fall fourteen cents a bushel. This coal is of fair quality, though inferior to Youghiogheny.

Fresh meat costs less than in the city, as do also butter, eggs, lard, corn meal, potatoes, etc.

The grist mill being so near, persons having wheat or corn can get their flour and stock feed under city rates.

The groceries are a shade higher, but the competition prevents monopoly, and persons wanting goods for cash, can do nearly as well as in the city.

Fruit of certain kinds is cheaper, if bought in season, and those having gardens need have little of vegetables or fruit to buy.

BUILDING AND BUILDING MATERIAL.

Building here can be done cheaply. Lumber for framing and similar purposes, is sawed for $7.50 per thousand, and sold at $20.00; brick at the kiln, $7.00. Stone in all the creeks, and sand in some of the creeks and the river banks. Lime can be had for $28.00 and $30.00 per hundred bushels.

Carpenters charge $2.50 and $3.00 per day. Brick and stone masons, $3.50 to $4.00. Plasterers, fourteen cents per square yard.

PRICES OF PROPERTY.

The cheapest place on the M. & C. Railroad, to buy property, all conveniences considered, is probably Montgomery. Choice lots on a leading thoroughfare can be had at $8 per front foot, and land close to the town at $200 an acre, and within half a mile, $100. This is little above what it would have brought twenty years ago, but the recent improvements on the roads, and the immediate prospect of two additional roads, together with the recent establishment of an omnibus line connecting with the accommodation trains, will doubtless soon bring up the prices to the ordinary level.

CHURCHES.

The churches represented by meeting houses are the Presbyterian, Episcopal, Methodist and Universalist. Some distance north of the town is a Lutheran meeting house, and in the neighborhood are the elements of a Christian Church.

THE PRESBYTERIAN CHURCH

Was organized about the year 1819, Rev. Daniel Hayden being the pastor. Rev Hayden was succeeded by Revs. L. G. Gaines, C. Harrison, David McDonald, Jonathan Edwards, D. D., G. M. Hair, J. Stewart, J. H. Gill, and —— McKinney, and the present incumbent, Rev. T. F. Cortelyou, who has served the church for a period of twelve years.

The Elders of the church are William Johnston, J. Ralston, Solomon Ferris, John Conkling and T. Galloway; the Trustees, Dr. William Jones, Edward Mitchell, Wilson McGrew and J. Galloway.

The membership of the church is 130, and the congregation numbers 200. Services Sabbath morning and evening.

THE SABBATH SCHOOL

Meets in the church at 9½ A. M., H. L. Karr, Superintendent; J. Conkling, Assistant Superintendent; A. Conkling, Librarian; John Ralston, Treasurer; John Galloway, Secretary. The average attendance is seventy-two.

THE METHODIST CHURCH

Was organized at an early day, too early for any of its present members to state accurately the date.

The present pastor is the Rev. Kelfus. The membership we could not ascertain. During quarterly meetings and when anything special is going on, the congregations here are quite large, at other times less interest is felt, though the number of hearers is increasing.

The Sabbath school averages fifty, and is superintended by John Keeler, an active worker, and enterprising citizen. Mr. Keeler took charge of this school some two years ago, when it consisted of no more scholars than may now be seen in a single class. Feeling the need of good music, he was laying his plans to purchase an organ, when Mr. J. K. Green was apprised of the fact, and sent the school such an instrument. This organ has proved quite an acquisition to the church as well as the school. Whereas before it was difficult to find a leader of the music, now it has an efficient choir, who by regular rehearsals prepare themselves for their interesting work.

THE UNIVERSALIST CHURCH

Was organized in 1837, when the present edifice was just completed. The pastor then was the Rev. Mr. Pingley. The present pastor is Rev. J. W. Henley, who conducts the services once a month. The Trustees are Tyler Snider, A. J. Buckingham and Mrs. Irwin. Mrs. Annie Crane is the Treasurer, and Miss M. McGrew Secretary.

BENEVOLENT SOCIETIES.

There are two benevolent societies in Montgomery: the Masonic and Odd-Fellows.

THE MASONIC LODGE

Was organized in 1828, the officers being S. W. Robinson, Master; James G. Cross, S. W., and Abraham Crist, J. W. The present membership is sixty-six, officered as follows: D. S. Hosbrook, W. G.; I. Muchmore, S. W.; A. Agnew, J. W.; C. Snyder, P. Secretary; Harvey Perin, Treasurer; R. B. Isdell, S. D.; Theo. Todd, J. D.; J. R. Mullen, Tyler. The Lodge meets on or before the first Tuesday of full moon.

THE ODD-FELLOWS' LODGE

Was organized in 1855, and now has a membership of over sixty. The officers are A. McKinney, N. G.; C. Holden, V. G.; D. Kennedy, S.; C. Snyder, P. S.; N. Todd, Treasurer. The Lodge meets every Thursday night.

A MUSICAL SOCIETY

Will probably be organized the present summer. The amateurs will give a concert under the leadership of Prof. Stein, before this pamphlet reaches the public.

HISTORY, ANNALS, TRADITIONS.

Like most towns of its size, Montgomery has no written history. Situated on a leading road, it became a resting place for teamsters and travelers, and so grew up from a single tavern to what it now is, a town of 500 inhabitants. A log cabin formed the first tavern of the place. This was situated on the south-east corner of Main and Mechanic streets, on what is now known as the Station road, and kept by John Osborn. A man named Yost opened another tavern on the diagonal corner. Some idea of the extent of travel or the drinking habits of the people of that time, (1809) may be formed when we state that a fifty barrel supply of whisky for the year, failed to meet the demand upon Yost's bar.

In 1806–7 a number of citizens from Montgomery, Orange county, New York, came by the way of Fort Pitt (Pittsburg) and Columbia, and settled around this point, as a good place for trade and farming. Among these were Jacob and Cramner Felter, Cornelius Snider, grandfather of James Snider, Jno. Z. Weller, Nathaniel Terwilliger, Joseph Taulman, H. Crist, Jacob Roosa and others. Coming from Montgomery, they naturally named the new place in honor of their old home.

In 1810, a company of these men was organized for the purpose of erecting and running a grist mill. Some of the names were Elliot, Crist, Snider and Sears—the latter was the millwright. Soon after commencing business in the mill, they opened a store on the corner now occupied by Mr. R. Parrott.

In 1816, additions to the town were made by Joseph Taulman and Lodwick Weller, and subsequently two more by Daniel Hayden and Eli Dusky. The streets opened by these additions have been mentioned.

As early as 1807, a rifle company was formed, and Montgomery soon became a place for battalion muster. Quite a military spirit was excited, which was maintained for many years afterward.

Schools were not neglected in the early history of the place, though the buildings were as primitive in design as in finish. Within 100 feet of the writer's residence, was the first school house built in Montgomery. This was so constructed that openings were left in the logs to serve as windows. In summer, these were left without sash. In the winter, sized newspapers subserved the double purpose of sash and window glass.

A mode of punishment, equally primitive, called for another opening of six inches in the rude floor. Into this offenders were required to thrust a bare foot and keep it there until released by the teacher. As snakes were numerous in summer, and the ground under the house open, the discipline proved effective.

In the course of some years, the Montgomery Academy was organized. This was a classical school, and was under good management. Professors Hayden, Locke, and Moore were some of the teachers. It was in this Academy that Dr. William Jones had his education before entering upon the study of medicine. James Snider was also a scholar of this, as well as of the more primitive school, where he acquired some prominence during a "barring out" adventure.

Some of the early industries of Montgomery besides those mentioned, were the manufacture of wagons for the southern market, pork packing, and cabinet making. Henry Snider conducted the wagon making business, and built his own boats to carry his freight. The gunwales of these boats consisted of logs fifty or sixty feet in length, and were hewed in the village. To get them to the river, they were placed upon wheels, and being hard to manage, required a steersman as

well as a teamster. To steer this caravan a pole was inserted in the center of the hind axle, and made to project backward, this was the tiller, and the man on foot behind the logs was the steersman.

One of the oldest citizens of Montgomery, is Abraham Roosa, who is seventy-nine years of age. His father, Jacob Roosa, and family, came out from New York in 1799. With him came also a man named Ayres, who was one of the builders of the first ocean vessel, a brig built at Columbus.

In Abraham's boyhood, wolves had not been exterminated, and as cattle were allowed to run at large, it was necessary to have them brought home in the evenings and securely penned.

As soon as Abraham was able to handle a gun, this duty devolved upon him. Provided with musket, ammunition and a faithful dog, he would track the objects of his search by the sound of the bells, and before the shades of evening set in, have them secure.

Montgomery has contributed her quota of public men. For the early militia, she furnished a general of note—Cornelius Snider. John Snider she sent to the legislature many years ago, and Dr. Alexander Duncan to Congress. California is indebted to her for a governor—Weller was a Montgomery boy—and the legislative halls of the State were re-inforced by Dr. William Jones, on more than one occasion, and by George Crist, of the firm of Creighton & Co., at another time. In the Presbyterian church, the Rev. Daniel Hayden served with distinction, and in the Universalist church, the Rev. A. Laurie, who was ordained in Montgomery church, was a distinguished advocate of the doctrines of his denomination. Thirty-eight years of practice of medicine in the vicinity, entitles Dr. Naylor's name to a place here.

Of Dr. Duncan's history and habits, we learned something from Dr. Jones, and had the pleasure of examining his portrait, made by a young artist named Sweet, who carried it across the Atlantic and over Europe, as a specimen of his skill in painting.

The Doctor's history is an interesting one. He was a lover of public life, and an ardent advocate of Democratic measures. He was also attached to out-door pleasures, driving and fishing, and when in company with a friend, would often not exchange words for miles of travel, and when he did break silence, it would be by the utterance of some remarkable statement, or by propounding some difficult problem.

It was the Doctor's custom when about to engage in a fishing expedition, to catch his minnows in Sycamore creek, but some said that he was often fishing for votes when he was supposed to be engaged in legitimate piscatorial pursuits; accordingly the knowing ones would account for his absence from home, by saying he was "catching minneys in the Sycamore."

A remarkable man, of a very different stamp, was Eli Dusky, whose "mark" may be seen in the records of the county. Eli was noted alike for industry, simplicity of character, and the limited amount of intelligence with which he managed to transact the business of life. In politics, religion, and business, he was guided rather by instinct than knowledge or reason. He believed in ghosts and hobgoblins, if not in a future state, and fairies were the great facts as well as mysteries of his creed. This was known to the neighbors—to the men who were boys in those days, and to the boys who were men; and the latter were not slow in taking advantage of such notions, nor the former in encouraging the fun.

On a certain occasion, Eli had a prosperous sugar camp in the rear of where Mr. R. Smith's house now stands. His blazing fire was rapidly converting the sugar water into delicious syrup, and his barrels were waiting for their first instalment, when, the shades of evening approaching, he slackened his fire, prepared his camp for the night, and went to his home ruminating over his probable good luck in securing a big crop of molasses.

Supper disposed of, Eli retired to his quiet couch, but had scarcely experienced his first nocturnal vision, (for he was a great dreamer) when he was aroused by the barking of his faithful watch dog. Quickly dressing, he sallied forth and

soon was in plain sight of his factory, where, to his consternation he beheld, flitting about in the dim light of the subdued fire, the figures of full grown elfs to the number of half a dozen. Spectres they were, sure enough!—full fledged fairies! Eli did not hesitate long in selecting a line of retreat. The house reached, the door was soon opened and again securely fastened, and Eli Dusky safe from intrusion.

That night the fairies enjoyed a rich feast, and got home in good time for a sound nap before daylight—larger boys might have fared worse.

Montgomery was not so unimportant a settlement as to be overlooked by the showmen of the day. As early as 1812, the leader of a troupe and proprietor of a menagerie with Barnum's enterprise and Robinson's pluck, entered the great town of two taverns, procured a stable and provender for his menagerie, and board and lodging for his troupe.

Next day he advertised his great show, and the news was blazed abroad throughout the entire settlement, and the wagons and horses, men and women, boys and girls, came to the number of fifty. The exposition was a complete success. Exposition Hall was crowded to the hay mows, and the mulatto man with his docile elephant were the finest troupe that had ever acted, and the greatest show that had ever been exhibited in the town of Montgomery.

Two of the spectators of this remarkable exhibition were Abraham Roosa, of the village, and Albert Ferris, now of Remington; and Exposition Hall is not unknown to the writer.

### FISHING GROUNDS.

The Montgomery fishing grounds are located on either side of the Paper Fabrique factory, at the bend of the Miami. To these places city sportsmen resort and "camp out;" and here Montgomery men and boys in the proper season may be seen catching with hook and net, the shining bass and playful perch of this classic stream.

### BATHING PLACES—SKATING GROUNDS.

Along the banks of the broad river, are numerous bathing places, that are frequented in the summer season, and

especially on Saturday evenings, by boys and men. Num bers of young people on horseback, in wagons and on foot, may be seen winding their way to and from the sandy beach and gravel banks, where the water is clear and pure, and swimming is safely learned and practiced.

From such a sheet of water it may be inferred that the facilities for skating are great.

SCENERY.

In describing the scenery of Madeira and Osero, we necessarily encroached upon that of Montgomery. West of the village the land is comparatively level, and inclines toward the boundary line of the table land. A little way out the fields stretch out into broad meadows of luxuriant grass, flanked by forests of oak and walnut and beech.

As we approach the western boundary, the slope of the land constantly affords fine landscapes, extending beyond the wide valley of Mill creek.

South of the village we have on one side the undulating surface, and on the other, the extensive cornfields, broad meadows and fine forests. Northward the country is more primeval. Woods and forests abound with numerous clearings, that appear like parks and lawns, in the distance. On the side toward the river, the undulations continue, while toward the Mill creek valley, the level surface prevails.

Eastward, our face is toward the stations. Here, knolls and curving banks and wide ravines abound.

From the higher ground, splendid prospects open. For a mile or two in all directions, the surface inclines to the river, as it takes its south-eastern course, and the declivities thus formed are seen to fine advantage, when viewed from a point of the Station road near to the residence of Mr. Green. The hills of the adjoining counties, Hamilton and Clermont, and the intervening lands form the sides of the basin, in which is located the old Montgomery station, and the new post town of Remington.

THE DRIVES

About Montgomery are numerous and attractive. The thoroughfare on the turnpike not being great, there is

comparatively little dust, and twelve miles of this road lie between the town and the city, and eight miles in the opposite direction. Intersecting this pike are numerous roads, some macadamized, and most of them leading to a town or hamlet within a few miles. Pleasant Ridge, Madisonville, Madeira, Miamiville, Branch Hill, Loveland, Sharonville, Reading, Lockland, and intermediate hamlets, are all within a radius of a few miles.

The Station road intersects the town, under the name of Mechanic street, and extends westward toward Reading. Some two miles out it is intersected by the Sharon pike, which in its turn is intersected by numerous by-roads.

Northward, the Montgomery pike is intersected in the same way, the western roads leading through thick forests and along noiseless elastic roads that are delightful to ride upon. Here, pleasure seekers can leave their vehicles, and undisturbed by a single passenger, gather in their season plants and ferns, and mosses, and blackberries fresh from the bushes, or take a stroll among the tall maples, the wide spreading sturdy oaks, and sheltering beech trees.

#### THE OMNIBUS LINES.

An omnibus line connects Montgomery with the city, and another recently established, connects the town with the station, and meets the accommodation trains. Fare from the village to the city, including omnibus, sixty-five cents.

For freight, etc., see Remington.

## REMINGTON.

#### MONTGOMERY STATION.

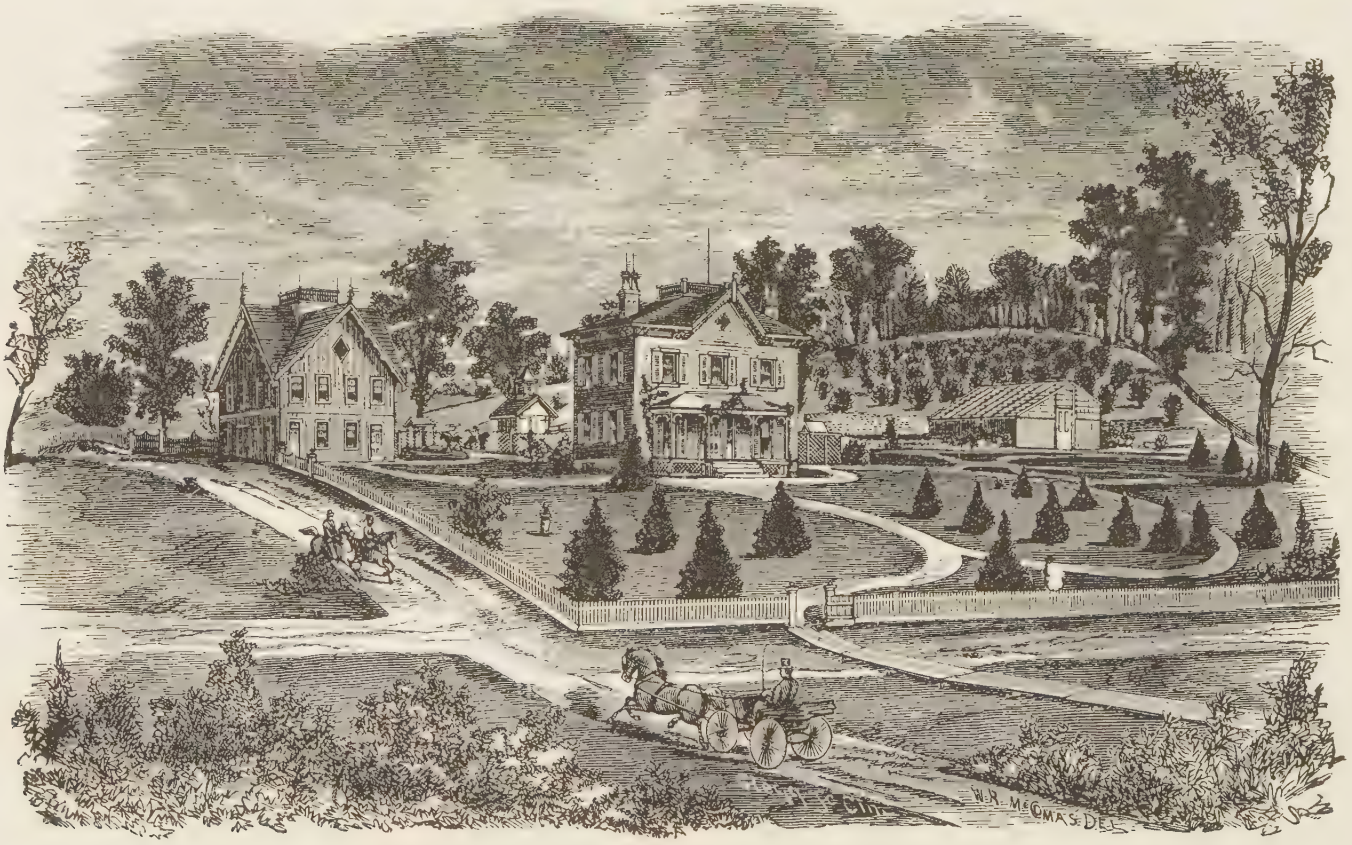
Were we to institute a comparison between the various settlements on the road, we should say that Remington was the most picturesque. It is a beautiful valley, that at one time, ages past, must have formed a lake of about a square mile. It is bounded on the east by a stretch of the Miami river, and on the south by Sycamore creek, with the high and sloping banks of each beyond. Directly

opposite the station, the river makes a sudden bend of almost a right angle, and at a slightly obtuse angle, the opposite banks of the Sycamore approach those of the Miami. The direction of the river beyond the bend is south-east, and the bend is the point of convergence between the opposite wooded banks of creek and river, and is the vertex of a sector, the arc of which completes the boundary of Remington basin. Along the curving line of this boundary, the land rises at gentle elevations, into a series of regular knolls, terminating on the east in a high bluff that immediately overlooks the river. The intermediate ground is comparatively level, with the right inclination for drainage.

It will thus be seen that the knolls referred to all front the south-east, and that the prospect from them includes wood and water, hill and dale—chief elements of a complete landscape. Nor are the minor elements wanting. Meadows and pastures are not absent from the scene, nor the lowing herd, the curling smoke of the half concealed farm house, the winding road, the cot on the hill, nor the old water mill—all these are here. Directly opposite the station, and at the bend of the river, is the old grist mill, that until lately was the faithful servant of the farming population. Now it has changed its name and business, and is known as the Paper Fabrique factory, but its appearance is little altered, and the landscape in consequence little changed.

Such a delightful spot could not long escape the attention of lovers of the beautiful, especially as it wears the appearance of seclusion, in addition to its picturesque beauty; accordingly, one who is now President of the Young Men's Mercantile Library Association, secured the choicest points of location some years ago, and has since added to their extent, and is constantly improving them.

The accompanying engraving shows the character of these improvements. Mr. Munson has been unsparing in his outlay. His outhouses rival his residence; his stable and carriage house, green house, deer park and hennery, have been contrived with taste, and fitted up regardless of expense. His greenhouse contains 600 square feet of glass.




RESIDENCE OF W. S. MUNSON, ESQ., REMINGTON STATION.

In his hennery are the choicest poultry, in his garden and greenhouse the rarest plants, and in his stable half a dozen of the finest breed of horses.

In the rear of the residence is a dense wood and a thicket, and on one side a kitchen and fruit garden. The extent of the place is about thirty acres, and its name, Gad's Hill.

South of the station is the residence of John Cameron—a fancy Swiss cottage, overlooking the valley of the Sycamore and the Miami, and near to it the residence of his son.

East of the station, is the snug little cottage of Lawrence Spaeth, who is a special mail agent, to whom we are indebted for postal information.

Not far from the two last mentioned, is the residence of Albert Ferris, one of the oldest citizens. Mrs. Ferris is sixty years of age. His father and family came to Columbia in 1790, remained there eighteen months, then cut his way through the woods to the vicinity of the place now known as Pleasant Ridge, and camped in a wagon till his block house was constructed. His land cost him only $2 an acre.

William Humphrey is another old citizen, and of this immediate neighborhood. His land consists of 260 acres, divided between two farms, one of which contains the beautiful knolls referred to. His house, a substantial brick building, stands back toward the hill, and is nearly concealed by foliage.

On the hill beyond this residence, is the home of one well known and respected in Cincinnati, Jabez Reynolds, formerly engaged in the iron business.

Mr. Reynolds is a man of strictly rural and domestic habits, and so devoted to the improvement of his place, that he has scarcely made the acquaintance of his neighbors. His farm is 100 acres in extent, and a point of it forms the bluff referred to in the description of the scenery.

Mr. Reynolds believes in and understands the science of drainage, understands and practices grafting and budding, knows the choicest kinds of fruit and shade trees, and cultivates them; and enjoys the gratification of gathering the largest crops of everything he plants or cares for. His quinces, says a lady at our side, are the finest she has used.

Adjoining Mr. Munson's place on the west, is the home of Harvey Perin—a place of eleven acres, with two-story frame residence. Mr. Perin has much improved this place, and enjoys the country.

Opposite this place is a pretty little farm of forty-eight acres, with a neat cottage house, the property of Albert L. Smith, of Cincinnati.

As we pass from Remington westward to Montgomery, we cross the Sycamore creek, and immediately come upon the new mill, that manufactures and dispenses natural food, where spiritual food a few years ago was wont to be dispensed. Our thrifty miller, Zurwell, who formerly ran the old mill on the river, added a story to the old stone church at this place, and grinds wheat and corn by steam.

Passing the mill, we enter one of those romantic vales or ravines that inspire timid natures with awe, but charm lovers of retirement and admirers of the sublime. The road is circuitous, and the steep banks running up fifty feet, are covered with heavy timber, that casts a deep shade all around. This transferred to Eden Park, would make the most attractive walk and drive of that fine improvement. The head of this ravine brings us to the table land already referred to.

For outdoor pastimes, Remington seems to excel in accommodation. Fish are sometimes caught in great numbers, while skating in winter and boating in summer, are favorite amusements.

#### THE OMNIBUS LINE.

An omnibus line connects Montgomery with the station, meeting the accommodation trains. Fare to the city, including 'bus travel, sixty-five cents.

#### FREIGHT, FARE, ETC.,

The cost of freight, per car, from the city, is $16. Commutation tickets, per month, $6. The elevation of the station is 150 feet above low water.

#### PRICES OF PROPERTY.

Property here ranges from $150 to $250 an acre.

COMMUTORS.

The following purchase monthly tickets: C. W. Jordan, C. F. Perin, S. H. Perin, J. H. Mayhew, R. F. Smith, C. W. Jones, Richard Nelson, N. Morrill.

## SYMMES STATION AND BRANCH HILL.

These places represent the rival roads between Loveland and the city, Symmes being on the M. & C., and Branch Hill on the Little Miami. Between them is the Little Miami river, and connecting them, the pretty suspension bridge.

The scenery in this vicinity is highly picturesque. A wide basin, includes several hundred acres of ground, and all around are the high hills, the verge of the table lands of Hamilton county on the west, and those of Clermont county on the east. At

SYMMES STATION.

Dr. J. W. Baen, kindly escorted us over the adjacent hill, where a noble landscape is presented to view. Here is again reached the table land of Hamilton, and opposite, across the river, that of Clermont. On the verge of the latter, we see the handsome residences of Gen. Powell, Mrs. Rule, Messrs. Brower, Armstrong, Walton, Branch and Stabler, and below, the residences of Col. Branch and Messrs. G. M. D. Bloss and William Russell, and below us is the connecting link between the adjoining counties—the handsome suspension bridge. Northward are the bridges that cross a nameless creek, and close to the station is the Symmes mill, so noted for its excellent flour.

The power of this mill, we pause to state, is not only the best, but the least expensive on the river, and its capacity fifty barrels a day.

Near by we see the rural residence of our friend, the Doctor, which in the season, is embowered in foliage and flowers. and at a little distance from it the substantial home of his brother-in-law, Hamilton Pollock.

Turning toward the west, we find that we are standing on

the edge of a wide plateau of about 100 acres, as it gently inclines toward the north and east—a most delightful tract for a town site, only two or three hundred feet from the railroad, and commanding a range of river view extending all the way from Remington to a point near Loveland.

Skirting this tract on the north-west, is the Township road that leads from the suspension bridge to the Montgomery turnpike. Contemplated improvements on this road will make it an attractive carriage drive, not only for those who may settle on these desirable grounds, but for residents of the adjoining county.

This tract is owned by Dr. Baen and two others, between whom there seems to be little community of interest; accordingly it is not yet in the market.

Scanning the line of the brow of this high land, we notice that it extends a distance of a quarter of a mile, till it is intersected by a nameless creek, where it makes a slightly acute angle, and converges toward the river, which it reaches at the distance of about a mile.

Descending the hill near the bluff, we pass the ruins of what is known as those of the old Agnew homestead, and again find ourselves at the station. There we have the pleasure of an introduction to the venerable father-in-law of Dr. Baen, Ezekiel Pollock, whose good round age would indicate that Symmes-town is not an unhealthy place to live in. Mr. Pollock was born on the 24th day of May, 1790, and accordingly is in his eighty-fifth year. His father, James Pollock, was the first settler in this vicinity, having purchased a tract of two or three hundred acres, from Judge Symmes, in 1795.

The first grist mill erected on the Little Miami river, and known as Elliott's or the Company's mill, occupied this basin not far distant from the site of the present mill.

During its early history, Symmes was a place of greater relative importance than at present. At one time it was a rendezvous for travelers as well as adventurers and the neighboring settlers. Not far from it was the trail of an Indian tribe, which crossed at Three Islands on their way between Columbia and Chillicothe.

Time being limited, we could not wait for a recital of some of the early incidents of Indian warfare and backwoodsmen's adventures, so we parted from our venerable interlocutor, directing our steps toward a rising ground at some distance along the line of the road. Reaching it, it proved to be a plateau of some fifteen feet in height—above the level of the railroad, and 150 acres in extent—a tract admirably adapted for building purposes, with a soil composed of gravel and rich loam, on a sandy base. This tract increases in elevation as it recedes from the front, till it reaches the sheltering hills in the rear. The drainage is natural and the water excellent, filtered as it is, in passing from the river beds. In some places this water is reached by driving down iron pipes to which pumps are afterward attached.

The advantage of a portion of this tract for building purposes, were fully appreciated by the first settler, James Pollock, who in 1812, laid it out in town lots, a plat of which is now in Dr. Baen's possession. But that was before the days of railroads or even turnpikes in that vicinity, and the enterprise not succeeding, the property reverted to its former uses.

Turning our attention to the river, we find that a little above this point, it deepens and forms what the settlers called a "pond," that extends a distance of one and a half miles, and abounds with a variety of the finny tribe, giving it the title of the Symmes' fishing ground. In winter here is a skating rink, capable of accommodating the thousands of graceful skaters, ladies and gentlemen of the city.

The land inclosed within the Symmes basin is rich, producing heavy crops of corn and potatoes, and portions of it in what is called "first bottom," would be invaluable for gardening purposes. With the aid of the railroad to carry out manure, as is done in the vicinity of Philadelphia, and to bring back car loads of vegetables, this ground would have its effect in cheapening food for city consumers.

The cost of the land about Symmes is variable—the rich bottom land being worth $200 per acre, and the upland from $80 some distance from the river, to $150 near the railroad.

Symmes is supplied with a church and a school house, the former being the property of the Methodist denomination.

## BRANCH HILL.

We enjoyed the pleasure of a visit to Col. John Branch at his beautiful residence, just below Branch Hill. His house is a frame building of two-stories, with a front veranda, and a wide hall through the center leading to two elegant parlors, fronting the railroad. The Colonel is refitting and refurnishing his house, at considerable expense, and with decided taste. From him we learned that his father, Joseph W. Branch, came out to the place that bears his name in 1835, but that he had owned the property many years before that time. His tract contained 500 acres, which he did not live long to enjoy, having died in 1837.

Col. Branch's property consists of seventy acres, part of which is occupied with fruit trees and grape vines. Not long since he sold a tract of twenty acres to Mr. Russell, who laid it out in building lots.

The Colonel is known to be a public spirited enterprising man. The county sent him to the legislature, and for twenty years kept him at the head of its agricultural society. Twenty-four years ago, he organized that society, and for many years was the chief person engaged in preserving its existence. After a series of drawbacks and frequent reverses, the society is now established on a fixed basis, the owner of twenty acres of free unincumbered land in the town of Boston, Clermont county.

In agriculture, Col. Branch has been a successful experimentalist, especially in the culture of sorghum and the manufacture of molasses. He has one of the best sugar houses in the State, and has obtained a wide-spread reputation for the possession of the best qualities of seed. In a single year, the sale of seeds amounted to 700 bushels, which brought an average of $2.50. His land produced of sorghum alone an income of $370 an acre.

Between the Colonel's residence and the bridge, is the home of William Russell. This is also a two-story frame

building, with bay windows and a veranda. The location of the house is at the intersection of the railroad with the Newbury road, that leads from the bridge.

The location is a pretty one, and the improvements neat and tasteful.

Mr. Russell is duplicating this handsome building on another lot, besides which, several houses are in course of construction, and to be constructed on his tract during this summer.

Mr. Russell, as already intimated, purchased of Colonel Branch, twenty acres of building property, on a part of which his house stands, and laid it out in five lots to the acre, which he sold at $350 each, payable at the rate of $5 a month. In five weeks 100 of the lots were sold, and those now left command a premium.

On the hill, above the residence of Col. Branch, are those of his elder brother, and of Gen. Powell; both entered from the main road. Gen. Powell's residence occupies a beautiful site commanding a fine view of the river, the railroads and the bridge, and a wide range of the opposite table land.

A short distance from Mr. Russell's residence, is that of G. M. D. Bloss, late of the Enquirer. Mr. Bloss has a comfortable rural home, quiet, retired and finely located for landscape views. He has recently added several acres to his lot, which he will doubtless soon improve with handsome buildings.

On Branch Hill, above him, is a pretty house, the property of Wm. Hanna, and nearer to the road, on the summit, that of Charles Walton, a handsome two-story frame building, with garden and lawn of eleven acres.

A little farther out on the Newbury road, is the residence of Mr. Johnston, son of J. F. Johnston.

Next is Mr. Johnston's farm of 140 acres, much of which is planted in orchards. Mr. Johnston is an enterprising successful farmer and mechanic, who has a family of sons all doing well. Miles Johnston, attorney-at-law in Cincinnati, is a member of the family, and takes considerable interest in the affairs of the homestead.

Beyond Mr. Johnston's is the neat district school house, and near to it the residence of Mr. Sewell, built in the villa style, with oval top long windows, projecting cornices, front veranda, and a handsome cupola. Connected with this house is a lot of twelve acres.

At the intersection of the Newbury road with the Miamiville and Loveland road, is the beautiful country residence of the Rev. Dr. Chalfant. This is a brick and frame building, remodeled and enlarged from a farm house purchased by the Doctor some three years ago. Around this house is a large lawn, well covered with shade and ornamental trees, apples, pears, cherries and plums, trellises of grape vines, groups of shrubs and flowers. Suspended among the trees were numerous baskets of creepers.

Approaching the hall door by a curved walk, we noticed the neat veranda that offers shade and shelter, and a good outlook on the cross roads. Entering, we found the saloon parlor, the cosy library, the comfortable family room, the convenient dining room, finished and furnished with genuine good taste. Every comfort and convenience seemed to be present. Bath room, water supply, pantry—everything that a well appointed city residence might be expected to have was there, excepting perhaps the item of coal and gas; but the chandeliers and other substitutes were not wanting.

Some distance from the dwelling are barn and stables, where are kept a noble, well matched pair of carriage horses and a handsome bay, for the pleasure of the lady of the house.

A short distance from the residence, are orchards of peaches, pears, apples, quinces, etc., off which a professional fruit grower might realize a handsome income.

Two groves of stately forest trees shelter the place on the south and east; good fences keep off stray stock, and careful men keep everything in order. The whole extent of the place is eighty acres, and its name—a fit one—Home Place.

Before leaving Clermont county, we may state that many of the residents in the vicinity of the river would much prefer to be attached to Hamilton—would even give a bonus to get there—so says Col. Branch. Their county seat is some

sixteen miles distant, and the roads inferior for winter travel, thus subjecting people in the vicinity of the river to the loss of one or two days, when business calls them to the Court House.

## LOVELAND.

This suburb is situated at the junction of the Marietta & Cincinnati with the Little Miami Railroad, and lies in the three counties, Clermont, Warren and Hamilton.

The town of Loveland, however, is more limited in extent, and its situation exclusively in Clermont county. This town was laid out in 1848, by Col. William Ramsey, who then owned most of the property in the vicinity. Bounding the town on the west is the Little Miami river, and on the north the Obannon (pronounced Obanyon) creek. The former is a beautiful stream at this point—neither sluggish nor swift, alike adapted for fishing and boating, and the latter is a turbulent stream in rainy weather. Over these are constructed five bridges, three for railroad and two for general travel.

Building property in the town being limited, and hampered with a network of railroads, the suburbs soon began to establish itself on the surrounding hills and the opposite side of the river, which is now known as West Loveland.

### SCENERY AND DRIVES.

Loveland is noted for its scenery, which generally includes a water view. Fine landscapes present themselves from all the numerous heights, and dense woods, fruit orchards, and farm settlements abound.

The drives crossing or running parallel with the river are beautiful, while the numerous country roads and pikes intersecting the high land, afford charming prospects. The convenience of two livery stables, facilitates pleasure riding. A horse and buggy can be hired for $3.50 a day, and the entire suburbs prospected in less than that time.

### IMPROVEMENTS.

Approaching Loveland by the M. & C. Railroad, we notice on a moderate elevation, and fronting railroad and river, the handsome villa of G. H. Lounsbery.

This is a cottage building, unique in design and finish, and imposing in appearance. In the center rises a graceful tower, in front of which and on either side are tasteful verandas. An ample bay window on the south, and dormer windows with gothic arches, surmounted with pinnacles to correspond with the pointed eaves, form the striking peculiarities of this attractive and symmetrical edifice.

We have called it a cottage; by which we do not mean a little house of one-story, suitable for a newly married couple. On the contrary, this is strictly a two-story house of sixteen rooms, forty feet in front, and eighty-three feet deep.

We would fain describe the interior arrangements of this model house, but to do so would have to make the tour of it, pencil and note book in hand. Suffice it to state that a bath room, hot and cold water throughout the house, and other conveniences, make it equal to city residences, and that so complete is the establishment, that more than one have made it their model.

The wide lawn intersected with drives and gravel walks, that isolate a circular area in front of the house, the pretty summer house, the osage hedge in front, the shining river and the rich scenery beyond, are among the features that would commend this beautiful suburban home to the city business man.

South of the house is a regular mound or knoll, fifty feet in height, on the summit of which is a towering white oak standing sentinel over the ground below; and near to it, judiciously and tastefully placed is a second summer house, which forms at once an observatory and a resting place. On the gracefully curving sides of the mound, Mr. Lounsbery has planted numerous pear trees, which already add to the picturesqueness of the locality, and will largely contribute to the general embellishment of the grounds.

Connected with house and grounds is a farm of fifty acres, which calls for numerous outhouses that are ingeniously concealed from the front view. 1,000 fruit trees, 700 of which are pears, many of them in bearing condition, and a select variety of grape vines, will impart some idea of the luxuries

enjoyed by this happy family. Having failed in cultivating the grape as a vineyard, Mr. Lounsbery resorted to the expedient of training on his outhouses, and is now rewarded with the most abundant crops. His Catawba's 1,800 of which variety were destroyed by rot, now produce unfailingly.

We have occupied a little more than the usual space in this description, in order to convey to city people some idea of the comfort and luxury of a suburban residence, conducted on economical principles, and to convince them that while the experiment of a year or two in the suburbs may suffice for people of a peevish and discontented disposition, it is not always the fault of the suburbs. Mr. Lounsbery has lived here many years, enjoyed church and society privileges, is having a large family well educated; lives within half a mile of the town, and gets on and off the cars at his own station, the train passing through his grounds, and within 500 feet of his residence.

Not far distant from Mr. Lounsbery's place, is the present home of E. P. Goodnough, a handsome two-story frame building, facing the river and the intervening county road. This is a large roomy house, with a saloon parlor, hall, veranda, bay window, and the usual apartments of that style of building. Close by, is the noble river with its fishing grounds, almost at the garden gate; and beyond it, a valley, on each side of which are cultivated fields and wooded slopes, green with growing grain, and verdant with varied tints of luxuriant foliage. Shading the river are the tall elms and spreading sycamores that fringe that stream much of its entire length. A lovely retreat, this riverside home, for those who appreciate the tranquil scene, the placid river, the cooling shade, the solitary ramble or the social confab, or a row in the tiny boat with an interesting companion or wife and baby abaft. To reach this home from his business, Mr. Goodnough, like Mr. Lounsbery, has to walk only a few squares in the city, take his seat in the luxurious cars, where, discussing temperance or finance with a friend, or lost in the pages of his prototype, Charles Lamb, or his favorite Dickens, he is unconscious of his being whirled home at the rate

of twenty miles an hour, when the cheerful voice of the conductor announces "Lounsbery station."

Nearer to the town, and situated on the river bank, is the residence of Col. Nash, conductor on the Loveland accommodation train, whose pleasant smile and courteous manners have secured for him the friendship and esteem of commutors all along the road.

This house is an humble two-story brick building, that may have been an unpretending farmer's home, but the place is nevertheless regarded with as much interest by those who know the Colonel, as if it were the finest villa in the suburbs. As we passed, carpenters and painters were at work enlarging and improving; and the six acres of ground so admirably situated for, and highly susceptible of embellishment, were being subjected to that process.

West of the river, and near the railroad bridge, is the handsome residence of E. M. Shields—a large two-story frame building, with verandas on the south and east, a spacious hall in the center, and a parlor on each side.

Fronting the building is an elegant lawn, tastefully laid out with walks and drives, and planted with a variety of thrifty evergreens, shrubs and flowers. Statues and statuettes in color and otherwise, adorn this beautiful place, arranged, as they are, with taste and judgment among the green grass, or unexpectedly meeting the passenger at some sudden corner. Fine looking mastiffs keep silent watch over the grounds, and young Sambo, perched in a comic attitude on a bale of cotton near the door, extends his kindly greeting to the stranger.

Immediately north of Mr. Shields' place is that of Dr. Brown, now occupied by the Rev. H. A. Rossitor. This is a gothic balloon frame building, fronting the river, and located on the river road.

Farther north, is Riverside hotel—a fine square building of twenty-one rooms, designed as a summer resort for city people. This house has recently been leased by G. W. Thompson, who, before this book is issued, will have it furnished in a comfortable manner, and many of its rooms occupied.

Passing through the house we noticed that the rooms were quite spacious and well lighted—the windows on all sides commanding fine views of this country of fine landscapes. Near by, and directly in front is the deep river, where boys may be seen angling, and where boating is a delightful pastime.

Along the river side are quiet promenades, and stretching across the broad river almost from the hotel door, is the noble truss bridge recently erected.

A balcony overlooking the town and environs eastward, is a pleasant outlook for the weary or the invalid.

Such a hotel, so admirably situated, is an acquisition not only to Loveland, but to Cincinnati, as it forms a desirable place of retreat for overworked business men and persons of delicate health, where they can enjoy at moderate rates, the advantages of pure air, fine scenery, fresh food, and abundance of fruit in season.

North of the hotel is the elegant residence and grounds of Dr. Law, senior member of Law's Insurance Agency. This is a commodious frame building, embowered in shade and foliage, and commanding a fine view of the wooded promontory beyond the river, and the intervening placid stream from which it is retired several hundred feet.

The exterior of this house is in strict accordance with its surroundings. Verandas overlook the adorned grounds, and a light brown coloring, with trimmings of deeper shade, add to the quiet beauty of the place. A wide hall of eight feet affords access to double parlors, with high ceilings and other appointments, forming the ground floor.

The lawn is entered by a handsome gateway, and is intersected with good walks and carriage drives that encircle an area near the hall door. In this space are choice shrubbery, evergreens and fruit trees. Inclining toward the river are terraced portions of the lawn, that impart to the place a pleasing diversity of surface.

A rockery built with taste and skill, and cared for by a fair florist, is an attractive feature of the lawn. Introduced in the structure are numerous intustices, cracks and crannies

which are filled with blooming flowers and variegated plants and creepers, that impart to it an animated appearance, in pleasing contrast with the unmeaning piles of loose brown rock that disfigure many otherwise tasteful gardens. But the crowning beauty of these grounds is the full grown shade and ornamental trees and shrubbery. Noble pines and firs and spruces tower to a height of thirty feet, and numerous species of plants and shrubs and fruit trees laden with rich foliage, fragrant flowers or luscious fruit, are interspersed throughout the grounds, imparting to them an air of luxury and grandeur compared with which the finest architectural improvements without them sink into insignificance.

An active member of and an efficient officer in the church, and a friend of reform, Dr. Law is yet strictly domestic in his habits, occupying his spare moments in superintending his large farm, and overlooking his garden and grounds, using the spade and hoe and rake to do that which a fastidious taste and superior intelligence would not intrust to others.

North of the Doctor's farm, is the residence of his son, W. F. Law, of the firm of Law Brothers, also insurance agents. This is a handsome gothic cottage, with twelve acres of ground connected. A lawn of an acre is undergoing improvement in accordance with the principles of modern landscape gardening.

West of his father's property, and on Longview avenue, is the residence of John H. Law, junior member of Law's Insurance Agency.

This is a handsome villa, with veranda, bay window, and the usual appointments of modern built suburban residences, and stands upon a conspicuous rising ground that overlooks all Loveland. The extent of the place approaches thirty acres, most of which is laid out in lawn and pleasure grounds. Winding drives, and circuitous gravel walks, a lawn studded with fruit and ornamental trees, choice shrubbery and flowers; on the winding avenue, a well of the finest water, full to the brim, and protected by substantial masonry, are some of the attractions of this attractive place.

But a still greater attraction to the city business man would probably be the scenery.

Spread out before the spectator at this point, is the entire basin of Loveland, and the opposing slopes of the table land beyond.

On the left, is the bluff of wooded high land of Mrs. Judge Hall and Mr. Sengstek, in the center the Obannon with its fertile slopes studded with villas, on the right the massive school building, and intervening, the bending river, the numerous bridges, the tracks of the rival roads, the elegant residences, and the new hotel—a picturesque landscape, and appropriately named Grand View.

East of Dr. Law's, and on the opposite side of the river, is the tasteful villa of Theodore Sengstek—an elegant brick building with veranda, bay windows and a handsome tower. This residence is situated on the bluff or promontory already referred to, and is sufficiently retired from the verge to admit of a wide semi-circular lawn, bounded by the forest of heavy timber that covers the sloping banks or hill side.

One of the characteristics of this home is its seclusion. Though located on one of the most prominent eminences, and on the verge of the village, from which, by a short path through the woods the station can be reached in a few minutes, it is yet unseen, and as completely isolated as if it were many miles from civilization.

The same taste that was evinced in the selection of the site, located the avenue that forms its entrance. A winding turnpike road leads to an avenue which brings the visitor to these romantic grounds.

Looking down the steep declivity on the north-west of the grounds, a wilderness of thicket presents itself, and through it are caught glimpses of the darkly shaded river below. Winding down this slope is the rustic path referred to—a well-made walk for two. Altogether this is a well selected site, and a judiciously improved home.

On an opposing knoll southward, and bounded by the Murdock pike on one side, and the Obannon on the other, is the cottage home of the Robb family. Like Mr. Sengsteck's

dwelling, this house is almost hidden from the view of the village, by the tall forest trees that surround it. A carriage drive from the pike leads to the house, through a handsome pasture lot studded with forest trees.

The lawn of this rural abode is of sufficiently easy inclination to admit of a comfortable if not attractive stroll, especially when pears are ripe; for the trees that bear that delicious fruit are among the objects of ornament and shade. Suspended among the trees are those indications of refinement and taste that are to young men suggestive of the question "who lives there?" and from all points of the grounds are caught glimpses or a full view of the scenery in every direction.

About three quarters of a mile above Loveland, the river makes a sudden bend, and forms a basin of 1,000 feet, and as suddenly changes, passing down at the same angle as it approached. At either end of this basin the ground is high and precipitous, and covered with wood. In the center it rises at an easy angle of about fifteen degrees, opening up fine landscape views of the opposite side of the river.

This is the enchanting spot selected by the late Judge Hall for his summer residence, and a more charming place could not easily be found. When purchased some eighteen years ago, this slope was covered with timber, now it is a spacious lawn, with enough of the forest to make agreeable shade and add to its picturesqueness.

At the summit of this slope is the mansion—a fine building with projecting cornices, roomy porches, a parlor bay window, spacious halls, lofty ceilings, and all the appointments alike consistent with refined taste and grandeur of conception.

On the plateau above is the lawn proper with its serpentine drives and walks, abundance of shade and ornament. Bounding it on either side is a forest and a beautiful orchard—woods, pleasure grounds and orchard, making about thirty acres of the estate of 140.

Mrs. Smith is the owner of the fine mansion formerly the property and residence of M. Bare. This is a handsome building with a mansard roof, and the usual appointments of

modern-built suburban residences. Bath rooms, hot and cold water, and large parlors are among the luxuries and conveniences it affords. Situated on the edge of the town, the place is easy of access, while its location on the slope of the hill, secures for its inmates extensive landscape views.

Mrs. Smith has recently established a school here for young ladies and children, and during the summer vacation, as well as at other times, accommodates city families with rooms.

Dr. Smith's residence is a two-story frame building with a tower, verandas and bay windows, eleven rooms besides bath room, pantry, wide hall and stairway—a substantial house well finished and comfortable.

Connected with this house is a tract of eight acres, besides which the Doctor owns thirty-seven and a half acres, which is well planted with fruit bearing trees of various kinds, blackberries, currants, etc.

On the same line eastward, is the home of Mr. Gould—a two-story frame with veranda and bay window. This, like Dr. Smith's, has a sloping lawn that affords a winding drive from the country road which it fronts.

Still farther eastward, is a new and handsome brick building, the home of Mr. Ramsey. This house is sheltered by fine forest trees, and near by is an orchard. The house contains eight full sized rooms, besides smaller ones; has bay windows, and when finished, will have verandas on three sides.

Built under his immediate superintendence—the house is a substantial one, and has been constructed alike for beauty, comfort and durability. The main walks have been made double to prevent dampness, and every precaution used and improvement adopted that an ingenious mechanic would be likely to devise.

In the town, and near to the Young Ladies' Institute, is the residence of Dr. Carmichael—a two-story frame building, which, with the grounds, are models of neatness and thrift. Shade and fruit, vegetables and flowers, are the bounteous productions of his garden, the flowers being under the special care

of his estimable lady. Having enjoyed the pleasure of a call upon the Doctor, we found him in his office surrounded with a multitude of books on medical science, but pleasantly communicative on society and church affairs, with which he is perfectly familiar.

Within a square of Dr. Carmichael's, southward, is the Presbyterian church building—a handsome improvement with a fine tower and a basement story for lectures and Sabbath school. Like the Methodist Episcopal meeting house, this building is entirely out of debt.

A large school edifice in course of erection in the south-eastern part of the town, forms a conspicuous object. This is a two-story brick building, with a high basement, making it equal to one of three stories. The dimensions are a little over seventy-eight by fifty-three feet, besides wings for stairways and cloak rooms, which run up the entire height of the main building.

The two lower floors contain each four rooms, twenty-five by thirty-two feet, with ceilings of ten and fourteen feet respectively, besides the wings, which contain each two stairways and cloak rooms.

The third story is a hall measuring seventy-six feet two inches, by fifty-one feet one inch, with a ceiling of twenty feet, and is designed for public lectures and concerts, as well as for school purposes, until a public hall is erected.

In the construction of this building, special attention has been given to heating and ventilation. Cold air flues run up the main walls, and other flues conduct the heat from a furnace in the cellar to registers throughout the building, thus placing the regulation of the temperature under the control of the teachers.

The building was designed by architect Hannaford of the city, and its construction is under the superintendence of Mr. Crooks of the town. With the land, this improvement will cost the town and township about $25,000.

The Methodist meeting house is another good improvement.

a substantial and commodious frame building, built in 1870, at a cost of $3,400.

At the south end of the town is the residence of Alexander Todd, an imposing gothic frame building, with double verandas, bay windows and ornate gables. This is a house of thirteen rooms, and stands on an area of an acre of ground

Mr. Todd has recently come into possession of this home and has commenced the various kinds of business to which his name is attached in the list of business and industries.

On the higher ground, above Mr. Todd's residence, is the handsome cottage of Daniel Clark, agent of the M. & C Railroad. Mr. Clark's home is approached by a rustic bridge, one end of which rests on the Milford road. The grounds are neatly laid out, and in the rear of the house is a fine conservatory.

Directly opposite the bridge to this house, is the residence of Miles Johnston, attorney-at-law, in Cincinnati, and formerly of Branch Hill.

A walk of about a mile, took us to the beautiful place of Thomas Paxton, grandson of one of the first settlers of the same name. Thomas Paxton senior, came to this part of the country, as stated elsewhere, in 1794. His son, Samuel Paxton, father of Mr. Thomas Paxton, made several trips to New Orleans, sometimes bringing back his flatboat at great risk and expense. On one of these return trips, he realized $7,000 on his freight. This was before the days of steamboats.

Sometimes Mr. Paxton made his return trips on foot across the country and through the wilderness, at the great risk of life and property.

Mr. Paxton's place consists of a pretty frame building of some ten rooms, entered by a portico, and is at the end of a fine lawn, filled with an endless variety of shade trees and shrubbery; an orchard of twenty-five acres, mostly of pears, an acre and a half of garden, and the balance of seventy-eight acres, a farm.

Attached to Mr. Paxton's garden is a fine green house, forty feet in length, and though the season was well advanced, this was pretty full of just such flowers as are being

transplanted to the open ground. Varieties of heliatrope, geranium, fuschia, etc., with hanging baskets of mosses, trailing plants, etc., etc. Mr. Paxton being a gentleman of means, erected the house for the pleasure of himself and lady. Now his culture of rare and delicate plants is so extensive and successful, that he can almost supply his neighborhood.

Devoted to the study of agriculture and horticulture, Mr. Paxton keeps up with the improvements of the day, and is prepared to cultivate new varieties of almost any species of plant or flower, that may be in demand.

### CHURCHES.

There are in Loveland three religious societies, represented by buildings, and one, (the Christian) without a building. These are Presbyterian, Methodist and Catholic.

### THE PRESBYTERIAN CHURCH

Was organized at the instance of Matthew Ferguson, a ruling elder in a Ross county church, who upon his removal to Loveland, where there was no church, made application to the Cincinnati Presbytery, at a stated meeting in 1854, when a committee was appointed to organize one on the 4th of May, 1854. The result was a church, named the Loveland Presbyterian Church, with six members, and the election of Mr. Ferguson as ruling elder.

The membership is now ninety-five, the pastor's name Rev. H. A. Rossitor, the ruling elders, Dr. John S. Law, R. D. Kinney, Dr. W. A. Carmichael, James Turner, E. Fallis and Miles Johnston. Trustees: G. H. Lounsbery, John E. Thompson, Alexander Robb, A. Allen, William Hall and Miles Johnston.

Church services, Sabbath morning and evening. Congregation prayer meeting, Wednesday evening. Female prayer meeting, Thursday afternoon.

### THE SABBATH SCHOOL

Is held at 9:30 A. M. Number of scholars, 165. Superintendent, G. H. Lounsbery. Library, 480 volumes.

THE METHODIST EPISCOPAL CHURCH

Was organized in the summer of 1866, prior to which time, and for a period of fifty years, the place had been a preaching station.

The membership of the church is seventy, the congregation about 150.

The officers are Rev. H. C. Middleton, pastor; Gen. T. T Heath, recording steward, and Daniel Cox and A. B. Brock, stewards. Trustees—Gen. T. T. Heath, John Fogleman, H. C. Rogers, Col. Wm. Ramsey, Aaron Apgar.

The presiding elder is Rev. Dr. Chalfant.

THE SABBATH SCHOOL

Meets at 9 o'clock. Superintendent, Gen. T. T. Heath; Assistant Superintendent, Mrs. Williamson; Secretary, A. B. Brock; Treasurer and Librarian, Benj. Shorten. The library contains about 300 volumes. Average attendance forty scholars and six teachers.

THE CATHOLIC CHURCH

Building stands near to the new school house. Service is held here every two weeks, by Rev. Mr. Roach, who has a church at Milford. The congregation numbers forty; the trustees are John Habney, Stephen Roach, Tim Flinn.

SCHOOLS.

The public school of the town numbers 112 scholars; the teachers are H. C. Clinton, principal; Miss Helen Williams, assistant.

THE FAIRVIEW YOUNG LADIES' INSTITUTE,

Under the management of Mrs. Smith, is yet in its infancy. The course of study of this institution is designed to be liberal, including music, the fine arts and polite literature. The building has been noticed in another place.

TEMPERANCE LEAGUE.

The officers of this league: President, Mrs. H. A. Rossitor; Vice-President, Mrs. R. D. Kinney; Secretary, Mrs. L. A. Hine; Chorister, Mrs. John Thompson. The league numbers seventy-five members. Meets on Tuesday and Friday evenings, and has obtained 200 names to its pledge.

LOVELAND AGRICULTURAL AND HORTICULTURAL SOCIETY.

This society has been in existence over seventeen years, and is probably the most flourishing in the vicinity of Cincinnati. The officers for the current year are W. C. Pinkham, President; M. B. Palmer, Vice-President; Daniel Shield, Treasurer; Samuel R. Bricking, Secretary, and Thomas Paxton, Librarian. The number of volumes in the library is 200.

BENEVOLENT SOCIETIES.

Loveland supports only one benevolent society, and that is the masonic, known as Emery Lodge, No. 258. The officers are Aaron Apgar, W. M.; H. L. Wheeler, S. W.; J. A. Wasson, J. W.; Geo. M. Dyers, S. D.; Daniel Clark, Secretary; Marshall Girten, Treasurer.

BUSINESS AND INDUSTRIES.

General Store—THOMPSON & TAYLOR. Groceries—HILL & BRO., C BOWMAN. Groceries, Dry Goods, etc.—JOHN FOGLEMAN. Dry Goods, Clothing, etc.—M. KAPLAN. Drugs, Paints, etc.—J. J. SHUESLER. Bakery—ROWAN & BRO. Meat Stores—J. M. & A. RAMSEY, ROWAN & BRO. Tinware and Stoves—JOSEPH RUHR. Coal Yard—ALEXANDER TODD. Livery Stable and Undertaking—ALEXANDER TODD. Lumber Yard, Building Material, etc.—A. B. BROCK. Planing Mill—A. B. BROCK. Restaurant—EDWARD HALL. Riverside Hotel—G. W. THOMPSON. National Hotel, the property of General HEATH. American House— ——— STUMP. Family Boarding House—Mrs. SMITH. Valley House—J. M. & A. RAMSEY. Shoemakers—HENRY RIFF & BROOKS. Harness, etc—ANDY LOTZ. Fruit and Flower Gardener—THOMAS PAXTON. Blacksmiths—A. HALL, M. READING, JAKE SKILLMAN. Barber—W. TAYLOR. Wagon and Plough Maker—J. BLACK. Builders—H. CROOKS, A. B. BROCK. Carpenters—H. CROOKS, H. L. WHEELER, THOMAS CRIGGER, JOHN SEAVERS, JAMES HEWITT, PHILLIP BREHME, C. SPAETH, J. SMITH. Stonemasons—GEORGE SEARS, THOMAS FLINN. Plasterer—BENJAMIN CRAIG. Painter, Paper Hanger, etc—PETER DRAKE Fairview Young Ladies' Institute—Mrs. J. SMITH. Professions—Physicians and Surgeons—Drs. W. A. CARMICHAEL and T. W. BISHOP. Attorneys-at-law—General T. T. HEATH and MILES JOHNSTON. Dentist—H. R. SMITH. Justice of the Peace—T. SIMONTON. Editors—J. H. BARRETT and L. A. HINE. Teachers—Mrs SMITH, H. CLINTON and Miss HELEN WILLIAMS.

BUILDING MATERIAL.

Framing lumber, $21; flooring, $30 to $53; siding, $19 to $25; ceiling, $30; shingles, $3.75 to $4.75; stone, per perch, $1.50 delivered; brick, per thousand, $8.00; sand, per wagon load, fifteen cents and hauling. Bricklayers, $4.00 per day;

stonemasons, $3.00 to $3.50 per day. Masonry, per perch, including stone, $3.00 to $3.50. Tinners' work, plumbing, painting, etc. at city prices.

Good frame houses of five rooms, can be built for $1,200 to $1,500.

Mr. Crooks, the builder of Riverside Hotel, completed that house of twenty-one rooms in forty-two days.

FREIGHT, FARE, ETC.,

The freight per car of 20,000 pounds from the city, is $16. Commutation tickets per month, $6.

The elevation of Loveland above low water at Cincinnati, is 151 feet.

HISTORY, ANNALS, ETC.

The first settlers in this vicinity were Col. Thomas Paxton, and his three sons-in-law, Messrs. Todd, Smith and Ramsey.

The Colonel was commander of the advanced guard of Wayne's army on its march through this territory, and was so pleased with the country that he returned the following season, 1794, with his entire family, and settled here. His was the first house built between the Little Miami and the Scioto rivers, and he was the first white man who raised a field of corn in this locality.

Colonel John Ramsey, father of Colonel William Ramsey, settled within a mile of Loveland, some time afterward.

In 1806, a number of emigrants arrived from New Jersey, under very inauspicious circumstances, for that was the year of the great drought. From the 4th of May till the 22nd of August, no rain fell to moisten the ground. So low was the river that it was readily forded at Three Islands opposite the Obannon. 1806 was also the year of the great eclipse which then was the occasion of more alarm than would be caused by a visitation of Asiatic cholera at the present time. During the darkest moments of the eclipse, objects in the schoolroom of the place were invisible.

About this time the settlers and families numbered seventeen, including Thomas Paxton, Colonel John Ramsey, Silas and Joseph Hutchinson, Owen Todd, Adam and Theophilus

Simonton, Phillip Hale, Simon Gillespie, Redmond McDonough, James Smith, William Donells, Daniel Ertels, John Sears and others.

The first school house was a log building, with a large fire place at one end, that in winter, consumed great quantities of wood, yet barely saved the inmates from being frozen. Much of the time of the scholars was spent in providing fuel. The windows consisted of greased paper.

Books were so scarce and dear that "paddles" were used for text books, from which to learn the lessons.

The first house built on the present site of Loveland, was erected in 1813, by Patrick McGarvey, a deserter from the British army, and the first brick house was afterward erected by Lawrin DeFolger.

Samuel Butterworth, in 1823, settled upon the farm now occupied by the town, and sold it in 1847 to Colonel William Ramsey, for $7,300. The extent of the farm was 189 acres. In 1848 the Colonel laid out the town, and in 1849 made the first sale of lots. Shortly afterward he built sixteen houses, and for his residence, the building now occupied by the Young Ladies' Institute.

The Little Miami Railroad was finished in the fall of 1844, very much against the wishes of the people, as many of them earned their living as teamsters.

In the early history of this locality, witchcraft was a popular delusion. Cows it was said, would die very suddenly and mysteriously, and mysteriously be restored to life again by the witch doctor, who after performing certain incantations, would rub the hide of the animal with a silver dollar, till he came to a protuberance under the skin, which was understood to be the elf shot. This extracted, the animal would immediately recover.

Often indispensable articles of furniture or implements of war or of the chase would get bewitched, so that they would fail to be of any service. Such was sometimes the case with the rifle, and Mr. Paxton was not exempt from the trouble. At such times his rifle would for days fail to bring down sufficient game for the family, so provoked and alarmed he

would send a messenger for the doctor. Should that useful member of the Commonwealth fail to answer the call forthwith, a swift messenger laden with a fearful oath and a worse threat, to be executed by bewitched weapons would promptly bring him to time.

Furnished with a bottle of whisky from the Paxton cellar, doctor and hunter would proceed to the woods where incantations and good whisky would perform the miraculous cure, and break the witches spell.

#### THE PRICE OF REAL ESTATE

In Loveland and vicinity, has a wide range. Desirable town lots run up to $50 a foot, while some can be had for $5. On choice knolls around the village, the price per acre ranges from $300 to $500. About a mile out it is $100.

#### COMMUTORS.

Dr. J. S. Law, G. H. Lounsbery, John Hanna, Wm. Hanna, O. B. Jones, Geo. Ramsey, Robert Marsh, R. B. Marsh, Mrs. R. B. Marsh, John H. Law, Benj. B. Law, G. W. Law, Mrs. J. S. Law, Miss Sallie Law, Mrs. W. F. Law, J. W. Lockwood, D. H. Lockwood, J. C. Hollingsworth, A. W. Robb, W. D. Morgan, M. Ferguson, Miss Gould, W. F. Cushing, E. P. Goodnough, Miss Katy Hall, J. Fogelman, Mrs. Judge Hall, Mrs. E. L. Merriman, J. Fisher, Mrs. John H. Law, Miss Laura E. Law, Mrs. S. M. Overaker, Miss Lucy A. James.

The following hold Loveland tickets :

John K. Green and Dr. D. B. Myers, Montgomery; Lloyd P. Baen, Symmes; John Rule, Branch Hill; Mary L. Hosbrook, Madeira: Colonel Bond, Madeira; D. S. Hosbrook, Madeira; W. H. Fry, Allandale.

Monthly tickets, $6.

In addition to these commutors, there are many who ride on the Little Miami road.

# The Science of Real Estate Business.

That the rapid growth of the city of Chicago before and since the great fire, has been largely owing to the unlimited amount of its eligible building property, has already been intimated, and who that has recently visited the city or watched the development of its real estate business, will question the truth of the assertion?

More money has been realized from operations in real estate, than in any branch of trade, commerce or manufactures. Nor does the business in the least flag. On the contrary, it seems more active than ever; only the scene of operations has changed. The suburbs rather than the city, are the objects of speculation. In proof of this we may state that the sales of land in Cook county, for the year ending October 9, 1873, numbered 15,978, aggregating $82,943,359.

This increased demand for suburban property is easily accounted for The fragile and combustable balloon frames that so unexpectedly and disastrously took flight on that eventful occasion—the great fire—lost the confidence of the people. After the conflagration, brick buildings began to succeed and supersede frame structures, and an ordinance made it a penal offense to erect frame structures within certain limits. This had the effect of inducing settlement immediately outside of the fire limits, where cheap improvements could be made on cheaper property. Those who were able to put up a higher grade of improvement, and could find time to travel farther to and from business, went out beyond

the limits of the city, and either projected new suburbs or settled on those already opened. There they found the frame structure not only as desirable as one of brick, but in several respects preferable to it. The frame is more susceptible of ornamentation, costs less money, and because of its isolation on a large lot in the suburbs, is more exempt from accidents by fire, than the more solid brick structure in the city block.

Another inducement to settle in the suburbs, was the fact that property purchased in the new settlement, was an investment that would pay perhaps better than if made in a man's legitimate business. His own improvement increases the value of the property around him, and favorably affects itself, while his family is an acquisition to the settlement by increasing the population, and aiding the various instrumentalities that make life in the country desirable. In no city in the Union are these facts better known than in Chicago, and nowhere else do the people profit more by their knowledge. Says the author of *Chicago and its Suburbs:* "Indeed the feature of the Chicago market for the past two years, has been the suburban trade, in which many fortunes have been made." "The fact is, that ninety-nine of every hundred, will go an hours' ride into the country or toward the country rather than live under or over another family, as the average New Yorker or Parisian does; and this tendency will be increased in future years rather than diminished."

### OTHER INDUCEMENTS.

There are still other inducements held out to citizens of the city to occupy the suburbs, and one of them is the opening of public parks in various directions. Chicagoans are a social people, and would hardly consent to isolate themselves from society, even for cheaper and better homes, so parks are encouraged, because they not only reach out to the suburbs, but some of them are in the suburbs.

The writer above quoted, states that notwithstanding the fact that the managers of some of the parks have not been able to construct good driveways, "the South and West parks have been for five years the principal stimulus to land

speculation and investment, and the key to the situation of the Chicago real estate market."

Again, the projector of the new suburb sees that he has the means of transit to his colony, or he secures that means even at the expense of building a railroad, as has been done in some instances. Then he lays out the grounds in streets, avenues and lots, grades his streets and plants his shade trees. Then, perhaps, he builds a hotel which soon pays its own way, and erects a dwelling for himself. After partial settlement, if the place does not grow fast enough, he may add to it a school house or a church, and with these, perhaps, a few houses, which are sold on terms to suit the class of purchasers he wants.

An extensive operator a few years ago erected out on the prairie, a huge building, that attracted much attention, and was the occasion of much enquiry and comment. The building was designed for a cotton factory, but was not erected to order, nor did the owner design to run the establishment himself. His object was to get a cotton manufacturer from Great Britain or the Continent of Europe, and to sell lots to the operators or rent them houses, as the mill was several miles from the city. How far he has succeeded we have not learned, but the circumstance illustrates the enterprise of Chicago real estate dealers.

Another instance of heavy outlay for an apparently insignificant purpose, is the transplanting of shade trees on the two sides of a street a mile long. "Not such an expensive undertaking," it may be said, but yet it must be admitted that it was a gigantic undertaking, when we state that the trees averaged sixty feet in height, and to put them there cost $26,000. These trees may be seen on Ashland avenue, which was laid out and is being finished by S. J. Walker.

But real estate men do more than this in order to insure the sale of their property. At South Englewood, for instance, the proprietors advertise "*Houses built according to plans and specifications of purchasers, and sold to them with lots on monthly, quarterly, or yearly payments.*

The Blue Island Land and Building Company, *will furnish*

*money, in limited amounts, to parties wishing to build houses on lots bought of the company, and will take pay for all in four annual or forty-eight monthly payments, with seven per cent. interest.*

At Auburn, lots are sold on long credit to those who will build.

At Mount Forest, no cash payment is asked, of parties making good improvements.

At River Park, property is offered at a reduction of 33⅓ per cent., to those who will put up improvements worth $2,000 and upwards.

At Desplaines, nine seven-room cottages and lots are offered at $1,000 each—$200 down, the balance in payments of $15 a month. But we need not multiply instances. Enough has been stated to show that money is being made in Chicago property, and that it is not done without enterprise and effort, or offering the most liberal terms. It has also been shown that the suburbs of Chicago are being developed with surprising rapidity. Already the number of suburbs, new and old, amounts to sixty. In other words, the city seems to be moving to the country, so that soon Cook county will have to be incorporated as one city.

"But what has been the effect on the city," it may be asked. Simply to stimulate trade; and instead of cheapening rents for tenement houses, to increase them, as any one may learn from enquiry. The transfer of those great interests to the suburbs—the building of so many houses, has consumed an immense amount of material, and given employment to a vast army of mechanics, who aid in swelling the population, and in creating an increasing demand for city residences. These workmen can not board in the suburbs for want of accommodation, so the city grows—yes, grows, despite frequent predictions, or perhaps, our secret wishes. Money there, is in free circulation. Men have been accustomed to venture capital, and having found that it pays, go on prospering and to prosper. With the same enterprise capitalists and real estate owners would find that there are more

FORTUNES TO BE MADE IN CINCINNATI real estate, than in Chicago, St. Louis, or anywhere else.

It has been shown that it is population that chiefly enhances the value of property—an element in which Cincinnati, for her territory, is perhaps the richest in the world. Sparsely settled, as it is, Chicago would seem not to need suburbs; but Cincinnati, crowded to excess—Cincinnati, with many of its houses containing half a dozen families each, its streets closely built with great solid blocks of brick structures, and overflowing with population. "Over the Rhine," are thousands of families, and tens of thousands of people who would gladly accept some of the offers extended by Chicago real estate men. Families that are paying exhorbitant rents for close, dark, ill-ventilated, unhealthy rooms. Places that drive the men to the finely furnished drinking saloon, and that have more to do with drunkenness and crime, than temperance people have thought of.

Here is wealth to the real estate operator, and to the philanthropist, if he will engage in the enterprise. Let these people have an opportunity to live in the pure atmosphere of the country, and enjoy the luxury of a whole house instead of a room or two, and you will do more for the cause of temperance among them, than all the temperance organizations extant. Let our philanthropists build houses of three to five rooms, that they can rent or sell at $10 or $20 a month, and they will remove this indispensable class of citizens from temptation, and the influence of corrupt and corrupting politicians and their tools, the saloon keepers, and teach them habits of thrift and economy. The trains are now prepared to convey them at reasonable hours and fares, and if they were not, we think we can say for the Marietta & Cincinnati Railroad, that they will meet half way, any enterprise that would have for its object the welfare of the city and development of the suburbs.

Besides this very large class of population, there are thousands of citizens who would be glad to move to the suburbs if they were sure of accommodation. On the Marietta & Cincinnati road there are no houses for rent, and no inducements

are held out for people to settle. Few could pay for lot and building without credit, and to borrow money on such property, would in Cincinnati, be impossible. In the city so often referred to, money can be borrowed on improvements, at seven per cent ; in Cincinnati no one will take the risk at any rate, and yet, while we write, the coffers of the banks are overflowing with unemployed currency.

### PAYING SPECULATIONS.

That business men are interested in the development of the suburbs of Cincinnati, we need not stop to prove. It is well known, as already intimated, that high rents and limited accommodations have had their influence in making skilled labor scarce and unreliable, and thus operated against the welfare of the city.

To make rents cheap, it is only necessary to occupy the abundance of eligible building property in the suburbs and environs that is waiting for settlement. Within a distance of twenty-four miles of the Marietta & Cincinnati depot, there are many thousands of acres of high and healthy land that it does not pay to cultivate, and would pay heavy dividends to settle with suburban towns. Four accommodation trains now run daily between Loveland and Cincinnati, at hours to suit most classes, as may be seen by reference to the local time table. One train arrives at three minutes after seven, city time, and leaves at six-twenty, Columbus time. Another arrives at seven fifty-three, city time, and leaves at five-ten, Columbus time, and the fare between Loveland and the city, is only $6 a month.

Business and professional men, clerks and mechanics, can thus live at a distance of twenty-four miles, and attend to their various vocations. But they need not travel twenty-four miles, either to find cheap homes or healthy locations. Most of the line of the Marietta & Cincinnati road is known to be high and salubrious, and property is cheaper at the same distances from the city, than on any other road.

To open up a new suburb, or add to one already open, let us suggest

PLAN I.

Let a builder or a company purchase a tract of 100 acres of land, at $200 an acre, reserve five acres for a park and a site for a town hall, lay out the balance in lots of four to the acre, which will give a frontage of sixty with a depth of 130 feet, streets and alleys deducted. On fifty of these lots let houses of five rooms be built, which can be done at a cost of $1,500.

These houses would sell rapidly on ten years' time, at $1,800 each, in monthly payments of $15, and there would be 330 lots left; and that too in a town of 250 inhabitants, where the property would be worth from $3 to $5 per front foot. Sell 100 of these lots on five years' time, (which will average two and a half years) at $5 per front foot, and we have 100x60x5=$30,000; and 230 lots, in a village whose population may now be estimated at 800, and where property would be valued at $10 per front foot. 230 lots of sixty feet at $10=$138,000.

SALES.

| | |
|---|---|
| 50 houses, @ $1,800 each | $90,000 |
| 100 lots, 6,000 feet, @ $5 per front foot | 30,000 |
| 230 lots @ $10 per front foot | 138,000 |
| | $258,000 |

COST AND EXPENSES.

| | | |
|---|---|---|
| 100 acres @ $200 | $20,000 | |
| Surveying, platting and agency | 3,000 | |
| Grading and macadamizing | 5,000 | |
| Town Hall | 7,000 | |
| 50 houses @ $1,500 | 75,000 | 110,000 |
| | | $148,000 |

*Over* 133 *per cent. on an investment, in a speculation that can be completed within five years.* And a company with a larger capital, that could afford to sell more houses on long time, would realize still greater returns. There are thousands of citizens who would purchase houses of seven to ten rooms if they could do so on monthly payments of $30 to $75 without interest. Others would be glad to pay a few hundred dollars cash down, and the balance in five years; but

most will require liberal terms, because the expensive living of the city, prevents families from accumulating spare means. Houses and lots sold at auction on ten years' time, would at the present time command fabulous prices, and ten years on monthly payments, is only a *five years' average credit.*

It will be readily admitted that property increases in value in the ratio of population and the cost of improvements. To the owner of land in the environs, population is money, and in many cases it would pay him well to donate twenty or thirty acres to a building society, that would immediately put up improvements. Hence, one of the first objects of the land speculator should be to plant a colony either by offering a bonus, or what is much better in Cincinnati—to put up improvements on part of the property, and sell on liberal terms. Give such a colony reliable and cheap means of transit and a suitable locality, and it will take care of itself, because every member of it becomes an advertising medium. It is astonishing what momentum the growth of a town suitably located will acquire. Nothing would seem to check it. Some conception of it may be formed by referring to the history of Madisonville. Property that was purchased a few years ago at hundreds per acre, is now worth as many thousands. Several pieces that changed hands in Spring, could not now be had for less than twice the amount paid.

Madisonville also illustrates the advantages of convenient means of transit. For several years she has enjoyed the privilege of a "late and early train," the Madisonville Accommodation, which enabled men of all classes to attend to their various vocations.

Now that Loveland and all intermediate stations are accommodated with a late and early train as well as Madisonville, nearly all classes of citizens can live in the suburbs, at any place along the line that offers the greatest advantages. *Business and professional men* are specially interested in the running of this extra train, and for them we will suggest

PLAN II.

To lay out a suburb for this class of citizens, a little attention to esthetic taste, as well as comfort and convenience will

pay the projector. These people are not so solicitous for fields of grain, gardens of cabbage, or to possess cow pens or horse stables, which would occupy too much time and are entirely too expensive. A little garden patch for vegetables, or space for a parterre would perhaps not be objectionable. But while they care little for farm land, they like to see broad acres of green lawn, with drives and gravel walks, shrubs and flowers. For the culture of music and literature, they would appreciate a public building or a concert hall. A park for a stroll with a lady friend would be desirable, and a play ground in the park for old and young, would not be out of place, nor would a skating rink, especially when one can be had for the selecting. One of the great drawbacks to a country or suburban residence, is the absence of places of resort for old and young. Heads of families who have outlived amusements too often provide for their own conveniences and tastes in these respects, and thus exclude their grown-up sons and daughters from necessary recreation. Let the projector of a suburb study these wants, and adapt his grounds accordingly.

As to a park, the whole settlement, might, and perhaps ought to be a park, with its curving lines of avenues and unfenced lawns; its shade and ornamental trees, its shrubs and flowers. It would not be necessary to lay out and complete the whole of a tract at one time. Provision might be made to plant and finish for some fifty houses at irregular intervals, and as these would be sold, a part of the money might be applied to general improvements, and be a splendid paying investment.

We have said nothing about church accommodation. In locating the suburb, already established churches and schools could be secured. There are towns that might be reached by the settlement, that have schools, churches, and the additional advantages of stores, and shops, and workmen. Land in such a location can be purchased at an average of $150 an acre—land that abounds with building material, clay for brick, stone, sand, and timber, to a limited extent. Brick can be manufactured on the spot, at nearly half the usual price.

Stone can be quarried cheaply, and some can be had in the creeks and river banks.

| | |
|---|---|
| 300 acres, @ $150 | $45,000 |
| Surveying and platting | 1,000 |
| Grading, etc., of avenues and lawns | 10,000 |
| Shade and ornamental trees | 1,000 |
| Park improvements | 2,000 |
| Public hall | 10,000 |
| Fifty seven-room houses, $2,500 each | 125,000 |
| | $194,000 |

Sold on ten years' time, these houses and lots would bring at auction, $4,000 to $5,000.

The level portion of a tract of 300 acres, might be laid out in half acre lots, including avenues, and the balance in lots of one acre. This would give say, 426 lots. From these take the fifty lots supposed to be improved, and we have 376 lots in a suburb as large as Oakley, where property in the settlement sells for $10 to $25 a front foot.

Let $10,000 more be laid out in improving and embellishing these 376 lots, would it be too much to expect them to command $750 each? We think they would bring much higher figures at auction, especially if care and taste were exercised in the construction of the houses first built. 276x750=$282,000, to which add $200,000, the cost of fifty houses and lots at $4,000, and we have $482,000, which may be realized in an average period of five years.

The capitalist can make this a paying investment, and a joint stock company could probably do it more successfully, as each member would be an operator in soliciting settlers.

PLAN III.—CO-OPERATION.

We have now only to suggest that this same object can be carried out by a building association, the members of which would reap the benefits otherwise accruing to the capitalist. The following are some of the advantages of such an association:

1. Containing the chief element that makes up a suburb, it can locate where land and building material are cheap.

2. By manufacturing its own building material, it can effect a saving of thirty to fifty per cent.

3. Extensive pleasure grounds can be secured at a minimum expense, and concert hall, kitchen garden, laundry, bakery, and stable, can be owned in common.

4. Building can be done at a minimum expense, by employing a superintending architect, instead of letting out by contract.

5. Should the society consider it inexpedient to build, members can purchase their material on a liberal credit.

6. All members will share alike in the gains. Those who purchase material will pay high prices, but be relieved of paying rent, while the profits from sales will accrue to stockholders.

7. Every member will be a center of influence in favor of the association, and the more settlers the higher the prices of land and material. In this way the association will be

8. A great saving's bank that will pay compound interest every six months, because

9. Land that was purchased at hundreds per acre, will in a year or two be worth more than as many thousands.

PARK PLACE ASSOCIATION.

This is an organization that is designed to secure to members all the advantages enumerated in the foregoing article. Its nominal capital is $416,000, divided into 800 shares of $520 each, payable at the rate of $1 per share, per week, and it purposes

1st. To purchase on as long time as possible, 200 acres of land that is rich in building material, and fine scenery, and is high and healthy, and located near to a station and a settled village.

2nd. After reserving ten acres for park, rink, kitchen garden, etc., to lay out the ground in acre and half acre lots, according to the topography of the locality, and construct drives and a central road or avenue.

3d. To commence the manufacture of brick, lime and lumber, to a limited extent, and to improve the grounds.

4th. To sell to the highest bidders among the stockholders, lots of land, giving deeds on the payment of the original cost, and taking mortgages for unpaid balances, to be paid in weekly installments.

5th. To build houses, and sell in the same way, if preferable.

THE INCORPORATORS ARE

A. C. Nash, J. W. Pillsbury, P. L. Meredith, George Crist and Richard Nelson; and its office at Nelson, Bolles & Co's 76 West Third Street.

## THE MARIETTA & CINCINNATI RAILROAD.

### ITS ADVANTAGES.

ITS CENTRAL DEPOT. Located on the west side of Plum, between Second and Third streets. This depot occupies the center of business.

TEN DAILY TRAINS, as will be seen by the time table, run between the city and Loveland.

ITS DOUBLE TRACK has been completed to Norwood, and the work is going forward beyond that point. When finished to Loveland the rate of speed can be increased, and additional trains be put into requisition.

REGULARITY OF TRAINS. The regularity of trains is already assured. Seldom is a local train behind time.

LUXURIOUS CARS. The spacious well-cushioned cars, are among the attractions on the Marietta & Cincinnati road.

ITS ACCOMMODATING CONDUCTORS are not excelled in attention to the comfort of their passengers, and for courtesy to strangers. Packages, baskets, etc., are allowed to be carried with impunity, and without charge.

ITS MAIL TRAIN STOPS AT EVERY STATION, and delivers the morning papers all along the line, so that

PASSENGERS CAN READ THE PAPERS before they leave the cars.

THE SCENERY of the Marietta & Cincinnati road, is unsurpassed about Cincinnati, and the track makes

A RISING GRADE till it reaches the table land at Madeira.

ITS CHEAP FARES, only $6 a month to Loveland, twenty-four miles distant.

MARIETTA & CINCINNATI RAILROAD.—LOCAL TIME TABLE.

May 10, 1874.

| LEAVES CINCINNATI. | | | | | | ARRIVES AT CINCINNATI. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Coz'd Acc | Lov'd Acc. | Lov'd Acc. | Hills. Acc. | Mail. | STATIONS. | Mail. | Hills. Acc. | Lov'd Acc. | Lov'd Acc. | Coz'd Acc. | Fast Line. |
| P. M. | P. M | A. M. | P. M. | A. M. | | P. M. | A. M. | A. M. | P. M | A. M. | P M |
| 6 20 | 5 10 | 10 00 | 3 45 | 5 50 | .....Cincinnati..... | 8 15 | 9 30 | 8 00 | 3 20 | 7 10 | 4 50 |
| 6 34 | 5 24 | 10 12 | 3 57 | 6 02 | .....Brighton..... | 8 00 | 9 18 | 7 46 | 3 05 | 6 58 | ..... |
| 6 37 | 5 27 | 10 15 | 4 00 | 6 05 | .....Stock Yards..... | 7 56 | 9 15 | 7 43 | 3 02 | 6 55 | ..... |
| 6 40 | 5 30 | 10 19 | 4 04 | 6 08 | .....Cumminsville..... | 7 53 | 9 12 | 7 39 | 2 58 | 6 52 | 4 29 |
| 6 45 | 5 35 | 10 24 | 4 09 | 6 12 | .....Spring Grove... | 7 47 | 9 07 | 7 33 | 2 52 | 6 47 | ..... |
| 6 49 | 5 42 | 10 29 | 4 14 | 6 16 | .....Ludlow Grove..... | 7 41 | 9 03 | 7 27 | 2 48 | 6 41 | ..... |
| 6 53 | 5 47 | 10 33 | 4 18 | 6 20 | .....Bond Hill..... | 7 37 | 8 59 | 7 22 | 2 44 | 6 36 | ..... |
| 6 57 | 5 52 | 10 37 | 4 23 | 6 24 | .....Norwood ..... | 7 33 | 8 55 | 7 18 | 2 41 | 6 32 | ..... |
| 7 01 | 5 56 | 10 41 | 4 28 | 6 28 | .....Oakley..... | 7 29 | 8 51 | 7 14 | 2 37 | 6 28 | 4 14 |
| 7 05 | 6 09 | 10 45 | 4 33 | 6 32 | .....Madisonville..... | 7 24 | 8 46 | 7 09 | 2 33 | 6 20 | 4 10 |
| 7 16 | 6 11 | 10 55 | 4 46 | 6 41 | .....Madeira..... | 7 13 | 8 38 | 7 01 | 2 25 | 6 10 | 4 03 |
| 7 26 | 6 21 | 11 05 | 4 56 | 6 49 | ..... Remington..... | 7 03 | 8 28 | 6 49 | 2 14 | 5 59 | ..... |
| 7 33 | 6 28 | 11 11 | 5 01 | 6 56 | .....Symmes..... | 6 58 | 8 23 | 6 40 | 2 07 | 5 52 | ..... |
| 7 43 | 6 38 | 11 17 | 5 08 | 7 04 | ..... Loveland ..... | 6 53 | 8 17 | 6 30 | 2 00 | 5 45 | 3 44 |
| 8 05 | P. M. | A. M. | 5 31 | 7 24 | .....Cozaddale ..... | 6 32 | 7 57 | A M | P. M | 5 25 | ..... |
| P. M. | Arr. Lovela'd | | 5 38 | 7 32 | ....G & W. Pike..... | 6 25 | 7 50 | Lve. Lovel'd | | A. M | ..... |
| Coz'dale Arrive | | | 5 47 | 7 41 | ..... Level..... | 6 16 | 7 41 | | | Leave Coz'dale | ..... |
| | | | 5 58 | 7 51 | ..... Blanchester..... | 6 05 | 7 30 | | | | 3 06 |
| | | | 7 10 | 10 25 | ..... Hillsboro..... | 3 30 | 6 20 | | | | P. M. |
| | | | P. M. | A. M. | | P. M. | A. M. | | | | |

Express Trains leave Cincinnati 9:00 A. M. and 9:30 P. M.

# Advantages of Suburban Life.

1st. *Health and longevity.* The towns in the north-eastern suburbs are noted for their salubrity. The atmosphere is free from malaria, the water pure, and much of the food fresh.

The abundance of sunlight—that great curative agent—the agreeable surroundings, the pleasant society, the walks and drives, the beautiful scenery are all highly conducive to health.

Riding in the luxurious coaches of the Marietta & Cincinnati Railroad, is also conducive to health. It rests the weary frame, brings into action the whole viscera, diverts the attention from business cares, and affords complete relaxation of mind. The coaches are roomy, well ventilated in summer, and comfortably heated in winter, contrasting strongly with street car accommodation.

The elevated grounds, the cooling breezes of evening, and serenity of country life, soothe to rest and induce sound sleep, that great invigorator and recuperator.

Early retirement results in early rising as a habit, and early rising lengthens the working day. Hence, the suburban resident can reach business at an earlier hour than the city denizen, and engage in it with much more vigor and alacrity. Contrast the cheerful countenance and clear complexion of the former, with the pallid hue and care-worn look of the latter.

Contributing al ke to happiness and health, is the social intercourse in the church, benevolent and literary and musical

societies. The village concert more than counterbalances the fashionable opera, or gay theater, or grand concert, but even these are not denied to the suburban resident, and every year they are getting more accessible.

The care of a limited kitchen or flower garden, affords delightful and healthy occupation.

2nd. *Economy* in living, is an advantage secured by a suburban residence. One-half the cost of a city residence, on a few feet of ground, will give a fine residence and acres of land in the country.

Living is cheaper, clothing is plainer, houses can be less expensively furnished, water costs nothing, light less than half as much as gas, and fuel quite as low as in the city. Taxation is lighter, because the assessments are lower. Many families cultivate nearly enough food for their own use.

3rd. *Punctuality and regularity* are taught by a residence on a railroad line; and thus men acquire system in conducting their business and domestic affairs.

4th. *The pleasures* are among the advantages. The walks and drives, the fishing excursions, the neighboring parties and concerts, the rural sports are alike conducive to health, happiness and morality, if properly used.

Let these advantages be placed in the scale with those claimed by the city resident, and the balance will be largely in favor of the country home and the North-eastern Suburbs.

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In no department of the arts and manufactures has Cincinnati made greater advancement than in funereal monumental architecture. Some years ago the refinement and taste of the people were so far in advance of native art that classic monuments, chaste designs and artistic statuary had to be sought in Europe; now, thanks to our enterprising citizen, Mr. Alfred White, the choicest marbles and most enduring granites may be seen in our city, worked into the finest statuary and the greatest variety of taste or designs. Fortunate in his selection of talent, he has secured the invaluable services of Mr. John Rowe, designer and sculptor, and those of the accomplished sketcher and designer, Mr. W. R. McComas. In his employ is also a corps of skilled workmen engaged in every department of marble and granite work.

Besides the orders being filled in Cincinnati, Mr. White has contracts in course of fulfillment in Italy, one of which is a colossal statue for T. B. Disney, Esq. But his great specialty is Scotch Granite, of which he is the most extensive importer and dealer in America. Connected with the great shipping house of Alexander Robertson, of Aberdeen, he can furnish monumental or block granite at prices under New York rates.

In the retail line, Mr. White's prices range from $5 to $10,000, and parties can be supplied by addressing him as above.

# Cincinnati Tin and Japan Manuf'g Co.

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**Catalogues furnished on Application.**

# ICE CREAM.

This luxury can be supplied to residents in the northeastern suburbs promptly, regularly, and in any quantity, from one pint up to twenty gallons. The cream is of the best materials, manufactured rapidly and served at wholesale or retail to suit hotels, boarding-houses, families or individuals. The city man passing the northeast corner of Seventh and Vine can take his lady into the tasteful saloon and be served with the delicacy in any flavor he may desire, or he may buy a paper package at from fifteen to fifty cents and take it to his lodgings, or leave his order for a larger quantity, which will be sent to his home or wherever he desires.

Persons living on the railroads can have their packages sent to the depots, and empty vessels collected on returning them to the baggage rooms. Mr. Gillespie can serve the ice in bulk or mould, safely packed to carry a distance of fifty miles. Orders from responsible parties are promptly filled, and churches, schools, and social parties are furnished at reduced rates.

The addres is,

GILLESPIE'S STEAM ICE CREAM WORKS,

**South-East cor. Vine and Seventh Streets,**

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# GILLESPIE'S

# NEW YORK DINING ROOM.

## NO. 9 EAST PEARL STREET.

This is a neat, convenient and cheap dining room, where one can order a bill from five cents up to one dollar. It is specially adapted to the wants of men of business who appreciate good food properly cooked and served with dispatch. The room has a counter on each side of its full length, behind which waiters attend to the wants of their guests who are seated before them. In this way many more can be served than where all are seated at tables, and the money saved goes to the account of the patrons of the establishment.

The bill of fare shows that meats variously cooked can be had for fifteen cents, including potatoes, bread and butter. Coffee, tea or milk is five cents, and every thing else in proportion.

This house employs one of the most experienced cooks in the city, and its pastry as a proof of that, can hardly be excelled. The proprietors are J. GILLESPIE and J. C. STRATTON.

THE

# Cincinnati Conservatory of Music.

87 WEST SEVENTH STREET, CINCINNATI, O.

This institution has been in successful operation for six years, and enters upon the seventh year on Sept. 7, 1874. Its plan of organization is that of the celebrated Conservatory of Stutgart, Germany, which affords the greatest facilities and widest range for the culture of music. A Main feature of this plan is its class system, of two to four pupils in a class, by which the united efforts of competent teachers and the association in classes combine to inspire emulation and impart confidence and self-reliance. The branches taught are

## VOCAL MUSIC, PIANO, ORGAN AND VIOLIN

**As well as the Science of Music in General.**

***The Vocal Department*** is under the direction of Miss BAUR, who will be assisted by competent instructors.

***The Piano Department*** will continue under the direction of Mr. H. G. ANDRES, whose admirable system is in operation in the elementary as well as in the advanced classes. Known to the public as one of the first pianists in America, and a superior organist, Mr. Andres has become one of the most popular teachers, and to obtain admission to his classes is considered a rare privilege.

***The Theoretical Department*** will be directed by CARL PALLAT, as heretofore.

☞ **FREE ADMISSION** once a week will be granted to all pupils of the Conservatory to a Solfezzio and Chorus class, to be conducted by MICHAEL BRAND, distinguished as the Director of the Cincinnati Orchestra.

## CHAMBER CONCERTS

Are one of the leading features of the Cincinnati Conservatory. These are designed to develop talent and inspire confidence on the part of the pupil, and gratify the patrons and friends of the Conservatory.

## FACULTY.

Miss CLARA BAUR, - - - Directress.

**Instrumental Department,** - - - - - H. G. ANDRES, Director.
Miss HATTIE EVANS, Miss PATTI THORNDICK, Mrs. L. SCHROBEL.

**Theoretical Department,** - - - - - - CARL PALLAT.

**Solfezzio Department,** - - - - - MICHAEL BRAND.

**Vocal Deparment,** { Cultivation of the Voice, Solo Singing. Singing at Sight, Choruses. } Miss CLARA BAUR.
Miss EMMA HECKLE, CARL PALLAT.

**Juvenile Department,** - Miss ROSA FORTMAN, Miss MARTHA SAURE.

**Violin Department,** - - - - - - - JACOB BLOOM.

**The Italian Language,** - - - - - - SIGNORA GIANINA.

For further particulars apply at the Conservatory or address

**DORA NELSON, Secretary.**

# JOHN A. STACY,

## Plumber & Gas Fitter,

167 CENTRAL AVENUE,

*Cincinnati, Ohio.*

*HAS ON HAND*

**HYDRANTS, HOSE PLUGS,**

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**BATHS, ETC.**

**And does Plumbing and Gas Fitting to Order.**

Mr. Stacy is the inventor of a Hydrant and Hose Plug that possesses the following advantages:

1. It has a double thread screw, requiring only half the usual movement in opening and closing, reducing the friction and imparting strength.
2. The valve is composed of three leather cups that expand as the valve is worn. The old style of disk packings soon wear out, causing leakage, while this grows tighter with the pressure as it continues to wear.
3. At the bottom of the stock is a cup that receives the waste water, which prevents freezing, and the water-way is movable, easily repaired without moving or digging up.

**STACY & CARROLL'S**

## Patent Self-Priming Pump

Is another invention of value. In this the lower valve can be taken out without descending into the well or lifting out the pump.

These inventions are worthy of notice, and have done much in building up Mr. Stacy's business. His place should be visited by commuter's on the M. & C. road who contemplate building or making improvements.

# Comstock's Hand Cultivator, Weeder & Seed Sower.

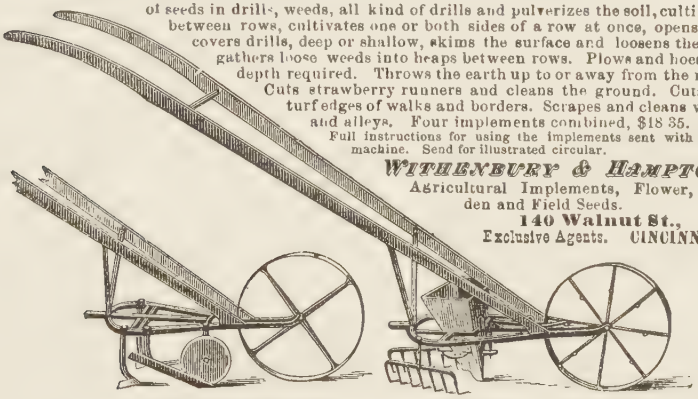
These implements comprise in simple combination, a Wheel Seed Sower, Wheel Cultivator, Wheel Rake, Wheel Scuffle Hoe, Wheel Shovel Plow, Wheel Strawberry Runner Cutter, and Wheel Verge or Turf Cutter. The changes for each kind of work can be made in a few minutes, and every implement of the combined machine works as well as if made specially for the purpose. With any of them one man can accomplish with ease as much as half a dozen men with common tools, and do better work. The combined machine, with extra attachments complete, sows all kinds

**AS A WEEDER.** [Both Implements Combined, $9.25.] **AS A CULTIVATOR.**

of seeds in drills, weeds, all kind of drills and pulverizes the soil, cultivates between rows, cultivates one or both sides of a row at once, opens and covers drills, deep or shallow, skims the surface and loosens the soil, gathers loose weeds into heaps between rows. Plows and hoes any depth required. Throws the earth up to or away from the rows. Cuts strawberry runners and cleans the ground. Cuts the turf edges of walks and borders. Scrapes and cleans walks and alleys. Four implements combined, $18 35.

Full instructions for using the implements sent with every machine. Send for illustrated circular.

***WITHENBURY & HAMPTON,***
Agricultural Implements, Flower, Garden and Field Seeds.
**140 Walnut St.,**
Exclusive Agents. **CINCINNATI.**



With Strawberry Cutter, $12.25.

With Seed Sower Combined, $15.35.

This beautiful Mower is so well known throughout the United States and Europe, that it requires no recommendation. The only balanced Lawn Mower with an **Adjustable Handle,** which can be raised or lowered to suit the height of the person using it. Its chief features are simplicity of construction, perfectness of manufacture, ease of operating easy way of sharpening the knives when dull, and its adapting itself to slopes, undulating lawns, ridges and valleys. Every mower guaranteed.

**Ten Inch Cut "Croquet Mower,"** a beautiful little machine, easily operated by a boy or Miss of ten years. Price, $20.00. 14 inch cut, standard size, $25.00.

**Pony Mower,** 28 inch cut, $100.

**Horse Mower,** 32 inch cut, $125.00.

We challenge the world to a trial, and to produce its equal. Try it, and you will buy no other

**Send for Illustrated Circular.**

# LOUGHEAD & PORTER,

MANUFACTURERS OF

**Doors, Sash, Outside & Inside Venetian, Pivot & Panel Shutters,**

STORE DOORS,

DOOR & WINDOW FRAMES, MANTELS, MOLDINGS,

**STAIRS,**

Newels, Balusters, Brackets, Cornice, Base, Architraves,

VERANDAS, PORTICOS, STORE FRONTS,

*Palings, Flooring, Counters, Balustrading,*

SHELVING, SIDING, FENCING,

AND DEALERS IN

**ROUGH AND DRESSED LUMBER,**

Joist, Scantling, Shingles, Lath, Etc.

**CINCINNATI, O.**

---

# AUG. F. OSTERROTH,

# MERCHANT TAILOR,

453 MAIN STREET,

**CINCINNATI, O.**

Mr. Osterroth has long been known as a fashionable cutter and fair dealer, who keeps on hand a fair stock of cloths and cassimeres and gentlemen's furnishing goods. His place is north of the canal and only a square from the Court House, which circumstance has enabled him to secure among his customers down-town merchants and professional men.

An examination of his stock and prices is solicited, as he takes pleasure in showing his goods, whether it suits the visitor to buy or not.

# ICE BUSINESS

## AT LOVELAND.

The Little Miami River, which has not been remarkable as an ice field, is now to have its character changed in that respect, the Messrs. Rowan Bros. having erected an ice house with a capacity of 5,000 tons, and provided themselves with all the implements necessary to do an extensive business. Owning several acres of land near the river and the M. & C. depot, they will have the privilege of making a side track to their house, so that by Spring they can ship to Cincinnati and intermediate points at prices that will command an extensive trade.

## ROWAN BROS.

Have also a store north of the depot where the public are supplied with fresh meats, vegetables, bread, cakes, etc. They manage a bakery and slaughter their own cattle and sheep, and can therefore supply customers at city prices.

A Livery Stable is another of their specialties. Their store will be found on the street leading from the New Bridge.

---

# JOS. RUHR,

LOVELAND, O.

**Manufactures Tin Ware** and does all kinds of **Tin and Sheet Iron Work.**

He sells **Coal Hods,** the **Monitor Cooking Stove,** for Wood or Coal, **Grates, Mantels, Farm Bells,** and in the store line has got the usual improvements, including the Warming Closet, Stove Rack, Shelf, etc.

He does all kinds of outside work in Tin, Sheet Iron and Zinc, and takes contracts all along the M. & C. road and elsewhere.

## ROOFING

Is one of his specialties. His men may be seen in various parts of the country doing as good work as is usually performed by city hands, and considering the items of travel and transportation, he is said to be more reasonable in his charges.

# GOLD PENS.

# JOHN HOLLAND,

## No. 19 West Fourth Street, Cincinnati.

For comfort, convenience and durability as a writing implement, there is nothing to compare with what is known as the diamond pointed gold pen. It can be made to possess any amount of flexibility the writer desires, is ever pointed, does not corrode, and can be used a life time, and is consequently the *cheapest pen extant.* But the pen must be genuine gold and pointed by an experienced and reliable maker. In no article of jewelry is there more deception practiced than in the sale of the gold pen; hence we sometimes find them offered at less than half the price of the genuine article. Generally speaking the jewelers' store is not the best place to buy a good article. Reputable manufacturers or stationers who supply business men are among the most reliable, especially when the buyer does not know the best brands. Having had some thirty years experience in the use of gold pens of European and American manufacture, and employed the best penmen in this country, the writer can unhesitatingly recommend the Holland Gold Pen as the best in the market. The brand is "John Holland," and if genuine, any article bearing it may be relied upon.

Mr. Holland manufactures every style of gold pen, gold, silver and gold mounted holders and cases, pearl, ivory and ebony holders, gold tooth-picks, propelling pencils, **Rubber Fountain Holders,** *that contain enough ink for forty hours' writing without re-filling.*

Orders for any style of pen may be sent with the assurance that they will be filled to the satisfaction of the person ordering.

# A. B. BROCK,

## LOVELAND, O.

## Deals in Lumber, Sash, Doors, Blinds, Coal, Lime,

CEMENT, SEWER PIPE,
CHIMNEY TOPS,
WINDOW GLASS, ETC.

And delivers his lumber at all points by the car load and at wholesale prices. Mr. Brock also deals in

**Builders' Hardware, Manufactures Moldings, Furnishes Scroll Sawing, Planing, Turning, Glazed Sash, Patent Cottage Flues, etc., etc.**

His price list compares favorably with Cincinnati rates, in proof of which we may state that he ships down the M. & C. and L. & M. roads near to the city, and for many miles in every direction in Clermont and Warren counties.

# RALPH C. McCRACKEN,

## FASHIONABLE SHIRT MANUFACTURER

### No. 9 West Fourth Street,

### CINCINNATI, O.

Mr. McCracken has long been known by a large proportion of our city business men as furnishing the best fitting shirts in the city. His goods took the highest premium at the *Industrial Exposition* of 1871 for needle work. The award on this occasion was made on fifty shirts that had been made for and worn by as many of his customers—some of them for years. These were re-laundried and placed on exhibition and proved to be as good fitting garments as they were neatly and substantially made.

Mr. McCracken's shirts are cut after the latest styles of Paris and Berlin, and his finest work is hand-stitched and sewed. Opposed to sham, Mr. McCracken has made it a matter of conscience not to deal in paper collars, accordingly his collars are all linen, and the material of all his goods is selected on the same principle. Nearly thirty-four years in business at the same stand, he is not a novice in his line, nor are his principles of doing business unknown to the public, in proof of which his possession of a handsome competency may be referred to. As early as 1830 he lived on the same premises now occupied by his store, and when a boy, attended E. Bacon's Model Infant School, held in the Second Presbyterian Church. Of this he was a graduate.

In gentlemen's furnishing goods Mr. McCracken has a large and varied supply, and especially in a new style of seamless half hose, that are the most comfortable in the market.

Where gentlemen prefer it, they can have their shirt patterns cut to order.

Mr. McCracken's place is opposite the church with the tall steeple and near to the Merchants' Exchange.

# INSURANCE.

***The Buffalo German Insurance Company,*** of Buffalo, N. Y., was organized in 1867. Its assets July 1, 1874, were $500,000.00, mostly in Government bonds. This company is known to pay its losses promptly, and its success is claimed to be unprecedented. It should be understood that the Buffalo German Insurance Company is not a member of the Board.

***The Clay Fire and Marine Insurance Company,*** of Newport, Ky., is represented by the same Cincinnati agent. It was organized in 1856. Cash capital, $200,000.00. Assets July 1, 1874, $350,000.00, consisting of Government and City bonds. Having the reputation of paying losses promptly, and its stockholders being wealthy and influential business men, this is another company whose affairs are in a flourishing condition. Like the Buffalo German, this company is not a member of the Board.

The agents for these companies are Geo. H. Neff & Co. General Neff was formerly colonel of the 2d Kentucky Regiment of Infantry, and, it will be remembered, was a prisoner in the South for thirteen months during the Rebellion. Geo. W. Neff & Co. are also general agents for the Clay Company in Ohio and Indiana.

# Queen City Commercial College

200 & 202 VINE STREET, CINCINNATI, O.

HENRY A. FABER, President; R. H. LANGDALE, Principal.

The status of commercial education in Cincinnati at this time seems to call for an institution whose teachers shall be men of business. The actual business method without such teachers is little better than the old system of copying. Having been associated with Prof. Nelson as principals of the college known by his name, and since been engaged in the practice of law and in mercantile business, the President and Principal of this new college hope to establish an institution that will command the respect and confidence of the public.

The President will exercise a general superintendence and keep up the lectures on law and business. This he can do without neglecting his extensive law practice. The Principal will devote his exclusive time and attention to the business drawing upon his many years of experience as bookkeeper and financier of one of the largest business houses in the West.

The method of instruction will be a combination of theory and practice adapted to the wants of the day.

The location of the college is central, and the rooms easy of access, being in the building lately occupied by the Young Men's Christian Association.

Business men unfamiliar with our history or reputation are respectfully referred to Prof. Richard Nelson, founder and late proprietor of Nelson's Business College.

# STONEWARE PIPE,

## Chimney Tops & Cement.

Mr. J. C. Dexter is the well-known manufacturer of, and dealer in, Cement Drain Pipe and Terra Cotta Chimney Tops and Window Caps. His factory is located at

*46 MILL STREET,*

Where orders will be received and promptly filled and shipped to any point. Mr. Dexter is known to be a reliable dealer and manufacturer, and will adapt his moulds to suit any kind of improvement in drain pipe. Manufactured of hydraulic cement, his pipe may be said to be indestructible, and can be used in places where heavy pressure would destroy pipe of ordinary material. His address is,

**J. C. DEXTER,**
**46 Mill Street,**
**CINCINNATI, O.**

# DECKER BROTHERS'
# Grand, Upright, and Square Pianos.

The popular and reliable **VALLEY GEM** and other Standard Pianos, and the celebrated **ESTY COTTAGE ORGANS.**

***D. H. BALDWIN & CO.***

*158 W. Fourth St., Cincinnati, O.*

Have constantly on hand a large stock of the above named superior instruments, and are now enabled to offer greater inducements than ever to those wishing to purchase. Illustrated Catalogue sent to any address on application.

## OCULIST AND AURIST.

# DR. BARKER,

**SPECIALIST** on all **Diseases**, injuries and abuses of the **Eye, Ear Nose, Throat, Epileptic Fits, Stammering or Stuttering in Speech, Cross-Eyes, Cataract, Scums, Sore Eyes, Deafness, Discharges** and **Polypuses** of **Nose** and **Ear** cured. **Cross-Eyes cured**, warranted for life. **Artificial Eyes**, every variety of color and style inserted without cutting or pain. Having all the movements and appearances of the Natural Eye. **Artificial Ear Drums** inserted in a few minutes, to restore **hearing. Pebble Spectacles**, every style, quality and price, accurately fitted to the condition of the Sight, Eyes and Head, without charge for examining the eyes.

***Send Ten Cents for a Book worth $10.***

**OFFICE AND INFIRMARY, 100 West Fourth Street, CINCINNATI, O.**

N. B.—Persons at a distance having a broken or damaged Eye or Spectacles, can have another one sent without calling personally.

**THE VERY BEST OF REFERENCES GIVEN.**

GEO. A. HENDRICKS. C. P. FAGALEY.

# GEO. A. HENDRICKS & CO.

# Workers in Tin, Copper & Sheet Iron,

## GALVANIZED IRON CORNICE, ETC.

## TIN AND SLATE ROOFING.

**No. 6 Main Street, between Front and Water,**

**CINCINNATI, OHIO.**

# JOHN H. THURMAN,

## House and Ornamental Sign Painter.

NO. 43 EAST THIRD ST.

Between Sycamore and Broadway,

CINCINNATI.

Mr. Thurman, though only recently established in his business, has secured some quite important jobs, one of which is the building on Fourth and Vine streets, occupied by T. W. Sprague & Co., including the signs, plain and ornamental. Though his specialty is

## Ornamental & Pictorial Sign Painting,

He does all kinds of

## GRAINING

**In Imitation of the various kinds of Wood, Marble, Etc.**

We have had work done by him and recommend him to our friends.

T. B. ESTEP. G. B. MEYER.

# ESTEP & MEYER,

# UNDERTAKERS

CASES AND CASKETS OF WOOD OR METAL.

OFFICE AND SALESROOM: 241 West Seventh Street.

STABLE AND WAREROOMS: 214, 216 & 218 W. Seventh Street.

CINCINNATI, OHIO.

Can furnish at short notice all kinds and qualities of Wood and Metallic Cases and Caskets, White and Black Shrouds, Suits of Clothing, Crapes, Gloves, Ribbon, Velvet, etc., etc., on hand at moderate prices. Hearses and Carriages of modern styles, Good Horses and Careful Drivers. We pay particular attention to laying out the dead, either night or day. Embalming under a new principle, requiring no mutilation of the body. When ice is desired it will be used. We have a full corps of competent assistants. Parties forwarding Bodies to this point for interment will find us prompt in responding and will see that they are properly cared for.

DESIGNING

Engraving ON Wood.

ENGRAVINGS OF MACHINERY, Portraits, BOOK-ILLUSTRATIONS &c., &c.

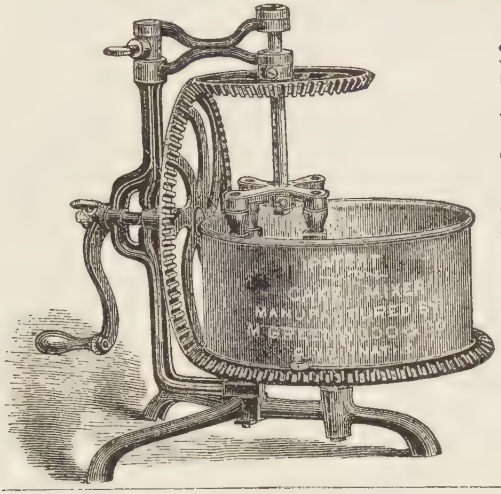
John H. Bogart.

130 & 132 W. FOURTH ST.

CINCINNATI.

RAILROAD MAPS, LABELS, Headings, &c. ENGRAVED ON WAX.

# CAKE MIXER.



This machine does the work of four pair of hands, moving with a velocity only attained by machinery

It mixes butter and lard without melting.

It produces a superior article of cakes.

Is a promoter of cleanliness, as it saves the necessity of handling the glutinous compound.

Is an economizer of time, labor and materials.

Family size, one gallon.

To be had of

M. Greenwood & Co.
MANUFACTURERS.

Or at the

House Furnishing Stores.

## ALEXANDER TODD,

Loveland, Ohio,

## LIVERY AND SALE STABLE.

*Horses Boarded.* **UNDERTAKING.** *Coal for Sale.*

## JOHN J. SHUESLER,

LOVELAND, OHIO,

*Dealer in Drugs, Medicines and Chemicals, Fancy and Toilet Articles, Sponges, Brushes, Perfumery, Etc.*

Physicians' Prescriptions carefully compounded, and orders answered with care and despatch.

## W. A. CARMICHAEL, M. D.

## PHYSICIAN AND SURGEON.

Office at the Drug Store. Residence in LOVELAND, O.

## SAM'L L. BATEMAN,

## ALL KINDS OF PLASTERING.

For particulars address at COZADDALE, O.

## JAMES JULEIN,

## MADISON MARBLE WORKS

**Monuments, Tombs and Grave Stones, Building Stone of every description, Constitution Stone, a new and rare variety of, Building Stone, Elegant, Durable and Cheap.**

# Nelson, Bolles & Co.

# LAND AGENTS AND AUCTIONEERS

76 WEST THIRD STREET, SECOND FLOOR.

CINCINNATI, O.

The following described property we have selected from a long list, as offering the greatest inducements to buyers, either for investment or homes:

***In Columbia.***—A two-story frame house, nearly new; six rooms, hall and kitchen and porticos; stable, chicken house, etc., etc., $3,000. Will exchange for Newport property.

***In Madisonville.***—Five building lots and two houses in Black's subdivision. Will sell one or all *cheap*.

A desirable building lot near the station.

Several pieces of property, improved and unimproved, and *one hundred and twenty acres* of Cornuelle's second subdivision, see page 164.

***At Norwood.***—Frame house of six rooms, near the station, stable, carpenter shop, etc., $2,700.

House and acre lot near Col. Lane's. House has seven rooms, stable, etc. Lot one acre in extent, price, $3,500. Easy payments.

Three acres on Norwood heights. Will sell all or subdivide. A bargain.

***Oakley.***—A great number of building lots offered on long time—five to ten years. Genteel neighborhood and near to the city.

***Madeira.***—Two two-story frame buildings, five and six rooms respectively, large lots, fruit, etc.

Several building lots with fruit, near the station, offered very cheap.

A four-room cottage, one-half an acre of ground.

One house, seven rooms, abundance of fruit, $4,300.

***In Montgomery.***—A frame house of nine rooms, well and cistern. A good business corner, especially for a tailor. Property will be sold at a sacrifice, with privilege of several acres of ground.

A frame house in Montgomery, fourteen rooms, now used as a hotel. Lot 86x200. A large stable, wagon-shed, etc. Price only $3,500, if applied for soon. No bonus for business.

A cottage house of four rooms with lot 100 feet front, $800. Cheap.

A few vacant lots ranging from $8 to $15 per front foot.

An Omnibus Line is now established between the village and the station, and one on the turnpike road, by which Montgomery is only twelve from the Court House. Property rapidly improving.

***Branch Hill.***—A fine and valuable property is for sale here. Improvements good. Limited sized farm.

***Loveland.***—Two new and finely furnished houses are for sale at this point. One with all the modern improvements, abundance of choice fruit, etc, $16,000; and another fine brick building of ten rooms, built in the most substantial manner by the proprietor for his own residence, and located on a four acre tract with shade trees full grown A beautiful place and offered at low figures, $9,000. Orchard, stable, lawn, etc., etc.

Several houses in Loveland; cheap

A farm of one hundred acres of first class agricultural land, a mile and a half from the M. & C. depot, and on the line of the road. Having engaged in a new business, the owner will sell cheap and on liberal terms

***Zoar.***—A fine house with eighty acres of good land. This is a beautiful property located in this retired village, close to church and school-house. Zoar is 1½ miles from S. Lebanon and 3 miles from the Little Miami railroad at Morrow, $7,500.

***Hamilton.***—Several business lots at $25 per front foot.

***Lockland.***—On Wyoming Street, a business property. Will sell low, on easy terms, a double house of eight rooms, $1,500, cash and payments.

***Glendale***—A fine piece of property for subdivision Nineteen acres and improvements Will sell low for cash.

***Miamiville.***—Two-story frame house, 6 rooms, large lot, out-buildings, everything in fine condition, abundance of fruit, etc, $1,800.

***Linwood.***—Near the station, house of 8 rooms, hall and attic, four acres, $10,000.

***Mt. Washington.***—Cottage, five rooms, lot 36x176, fine improvements, fruit, etc, $1,800.

***Indiana.***—Miami County; farm, 160 acres, house, orchard, stable, etc. Belongs to a city business man who wants suburban property. Tracts in Brown and Stark counties.

***Tennessee.***—A tract of 5,000 acres in Scott County, near the Southern Railroad, only $1 per acre in cash and payments; might sell a little lower for all cash.

Another tract of *coal and iron land.* Will sell one thousand acres in farms of one hundred acres, with privilege of minerals. Only $5 per acre.

Two thousand seven hundred acres in 5,000 acre tracts in Morgan County, part on the line of the Southern Railroad. Surveyor's plat can be seen in our office. Great bargain, only $2.50 per acre.

***Illinois.***—Eighty acres in Richland County, four miles west of Olney—prairie land—$25 per acre, cash. A farm of 150 acres, Kane County, and near Chicago, fine agricultural land, a good place for a German farmer, $6,000 cash and payments.

***Iowa.***—Johnson County; 140½ acres on railroad and near Iowa City, $25 per acre, cash. White county, farm of forty acres, very cheap, only $800, easy payments.

***Texas.***—Several thousand acres, improved and unimproved. Belongs to a business man who wants to transfer his interest to this city. Some of the finest pasture land in the world.

# ONE HUNDRED AND THIRTY ACRES

# IN BUILDING LOTS

**Of One-Fifth of an Acre to Five Acres each, in**

# Cornuelle's Addition to the Town of Madisonville

---

This is one of the largest tracts laid out for building purposes in the vicinity of the city, and at the same time one of the most beautiful. As will be seen by the plat and reference to the engraving of Madisonville, it lies on both sides of the railroad, rising gradually from nearly a dead level till it reaches the base of Indian Hill, and then by easy avenues mounts the hill to its summit. Most of the ground is thus high and dry and commands a magnificent view of the basin of Oakly and Madisonville. Winding up the hill is the *new avenue* which is to carry the travel to the Montgomery road and Madeira; one of the finest drives, when finished, in the country.

## A PUBLIC PARK

Will form another attractive feature of this new addition. This has been laid out on the north side of the turnpike road, where it is intersected by the M. & C. railroad. In the park will be a miniature lake with a fountain, which will be fed by a spring of thirty feet fall.

## A TOWN HALL

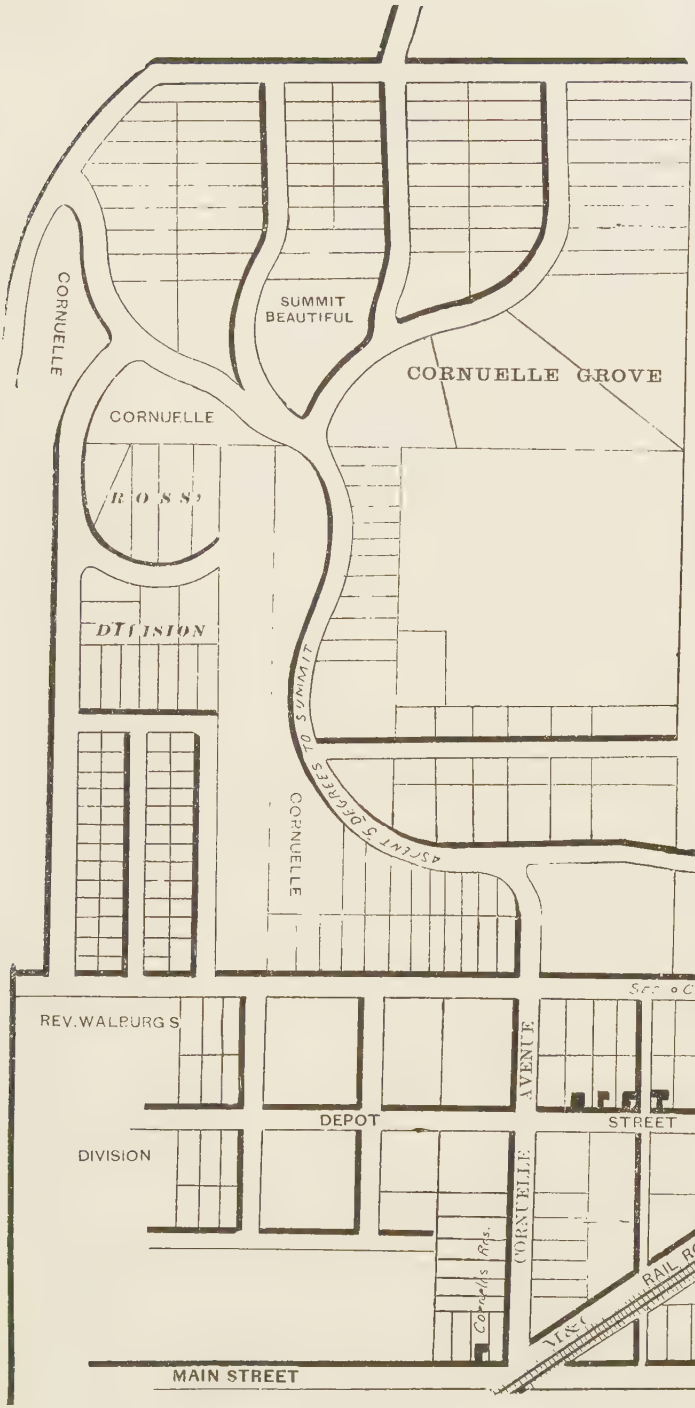
Is also contemplated, which, with the *new depot*, will make this one of the most attractive places about Madisonville.

*Lots in this addition are for sale by*

NELSON, BOLLES & CO.

*76 West Third Street,*

*CINCINNATI, O.*




# Louis Cornuell

OF ONE HUNDR

Laid out in Buildi
areas of t

# CORNUELL

To

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